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OF

HEMET

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GENERAL PLAN

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COMMUNITY VISION

The City will strive to be the best community community in California. The community will strive to provide for families to pursue an equally high quality of life in the same community. The vision of the community is to create a place where all families will respect each other's differences and in which the importance of caring and all will serve to make the City of Hemet. The City will ensure that the community is accessible to all existing neighborhoods and will ensure the area's scenic beauty and respect its natural, cultural, and natural heritage. The City of Hemet will ensure that the development programs in the area will ensure the level of public services and facilities enjoyed by existing residents.

The City will be a community where, regardless of race, ethnicity, and religion, all will respect the importance of caring and all will serve to make the City of Hemet. The City will ensure that the community is accessible to all existing neighborhoods and will ensure the area's scenic beauty and respect its natural, cultural, and natural heritage.

GENERAL PLAN



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APPENDIX A

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APPENDIX A - 1

COMMUNITY VISION

Hemet will strive to be the best retirement community in California, while maintaining opportunities for families to pursue an equally high quality of life in the same community. We envision a community in which senior citizens and families will respect each other's lifestyles, and in which the experiences of young and old will serve to enrich the lives of both. The City will ensure that new development is compatible with existing neighborhoods, and that it preserves the area's scenic beauty and respects its physical, historical, and cultural heritage. The City of Hemet will ensure that new development maintains or enhances the level of public services and facilities enjoyed by existing residents.

The City will be economically secure, coordinating with adjacent communities to ensure a valleywide balance of housing, commerce, and industry, and will establish an equilibrium between urban and rural settings. Through a broad program of citizen participation, the City will recognize the unique needs of individual neighborhoods, and will balance those needs against the common good of all citizens.



1. COMMUNITY DEVELOPMENT

a. Predominant Land Use Role

Goal

An emphasis on the City of Hemet's traditional primary role as a community of choice for seasonal and permanent retirement living and as a subregional commercial and government center.

General Concepts

Although the City of Hemet supports the achievement of a balanced community, the City's General Plan is based on having that balance occur at the regional (valley) level. The Hemet General Plan's vision is for a regionally balanced community which features specialized and interdependent roles for the cities of Hemet and San Jacinto, as well as adjacent unincorporated areas.

In this context, the City of Hemet would continue to fulfill the following primary roles:

- ▶ Subregional commercial center
- ▶ Retail services (banks and financial institutions)
- ▶ Government services
- ▶ Social services (particularly for seniors)
- ▶ Seasonal and permanent retirement housing
- ▶ Senior-oriented medical services

Because of the future Domenigoni Reservoir, Hemet will also become a regional recreation destination.

The City of Hemet will also continue to emphasize a clear, but secondary, role in the provision of housing opportunities for young adults and family groups, as well as job opportunities within commercial, office, and industrial settings.

b. Community Character and Design

Goal

Physical development and environmental management whose visual traits emphasize Hemet's unique identity and character.

General Concepts

The City of Hemet will continue to maintain its unique character as a small, friendly, and quiet retirement community nestled in a picturesque agricultural valley. Although Hemet will not remain physically small, the central community character premise of the Hemet General Plan is to retain the *character* and *desirable qualities* of a traditional small town, even if the City of Hemet will not, in fact, *be* a small town. The key to this concept is to create and/or preserve the small town "feel" of each individual neighborhood.

The several specific features that combine to create Hemet's "small town character" will be preserved through incorporation of the following, where feasible, into future development within the General Plan study area:

- ▶ a traditional grid street system with limited arterial highways wherein residences front on most streets and there is a noticeable lack of inward-looking subdivisions bounded by block walls;
- ▶ residential streets lined with broad canopy trees where the sidewalk is not placed at curb, providing a traditional parkway;
- ▶ streets that are not dominated by garages because access to garages is provided through an alley system;
- ▶ provision of multi-family living environments compatible with the scale and character of surrounding low density single family neighborhoods through the development of several detached units on larger lots within predominantly single family neighborhoods;

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- ▶ a well-defined urban area surrounded by rural residential uses;
- ▶ elimination of conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses;
- ▶ views of the surrounding steep, rocky hills, defining the extent of urban development;
- ▶ conservation of natural hillsides and limitation of development within hillside areas to that which is consistent with their natural *character*;
- ▶ preservation of significant environmental features, and incorporation of open spaces into the fabric of new developments;
- ▶ preservation of significant community monuments such as the Ramona Bowl, railroad depot, Simpson Park, and Maze Stone Park;
- ▶ protection of the *character* of other community monuments such as the Hemet Stock Farm and Park Hill;
- ▶ large areas of citrus groves;
- ▶ a generally low-profile form of development, punctuated by landmark structures at key locations (major intersections and commercial nodes);
- ▶ traditional, rather than trendy architectural designs, and a paucity of "corporate chain" architecture;
- ▶ architectural variety without creating visual chaos;
- ▶ a clean, uncluttered look within commercial areas;
- ▶ a lack of night lighting and existence of dark skies, enhancing the visibility of stars at night;
- ▶ provision of gathering, meeting, and recreational places;
- ▶ availability of nearby commercial services, such as financial institutions and restaurants, within individual neighborhood areas;
- ▶ design of commercial facilities which facilitate, rather than hinder, pedestrian circulation *within* the center, as well as *between* the center and adjacent residential neighborhoods;
- ▶ development designs which are structured so as to be easy for newcomers to find their way, and which become familiar, friendly places for long-time residents; and
- ▶ development designs which enhance a feeling of being safe.

c. Community Structure

Goal

To maintain the special character and identity of Hemet area as a collection of distinct districts with unique assets and traits, each contributing to the overall image of the community.

General Concepts

Identifying neighborhood areas and understanding their individual issues will serve as the benchmark for future land use decisions by establishing the distribution and intensity of future growth within each of the twelve neighborhood areas. This new land use assessment "tool" fills the gap in the existing land use review hierarchy between general citywide policies and more specific development proposals. The Neighborhood Areas comprising the Hemet General Plan include:

- ▶ **North Hemet:** This Neighborhood will continue to feature a wide range of land uses. Two major changes will be the conversion of the Stock Farm to a mixture of uses, while preserving its existing character. The area

north of downtown, as well as State Street, is envisioned to transition over time from primarily industrial to a mix of service commercial and office uses. The area west of State will transition from agriculture to suburban density residential uses. Mobilehome development will continue to play an important role in this area's housing stock.

- ▶ **Central Hemet:** The overall concept for this Neighborhood is the continued expansion of medical office uses in the area between City Hall and Hemet Valley Hospital. In addition, it is anticipated that the West Valley High School site will be converted into a mix of office and residential uses. In order to emphasize the provision of housing in close proximity to jobs and to encourage a pedestrian environment, retention of residential uses within the office area will be encouraged. In addition, single family lands north of the office area will be allowed to transition into higher density residential use.
- ▶ **Northeast Hemet:** The primary concept for this Neighborhood is to achieve stable boundaries between urban and rural uses, and to protect natural features such as Park Hill, Bautista Creek, and the San Jacinto River. Construction of the Ramona Expressway presents the opportunity for commercial nodes at Mountain Avenue and Florida Avenue. A cooperative program with area residents to define long-term land uses, such as was recently accomplished for the Park Hill annexation area, will be carried out for the balance of the unincorporated areas within this Neighborhood.
- ▶ **Southeast Hemet:** Agricultural lands within this Neighborhood will transition over time to a variety of urban and rural uses. As part of this conversion, design techniques to incorporate the area's agricultural heritage into new development will be employed. As is envisioned for the Northeast Neighborhood, a cooperative program to define urban/rural boundaries and long-term land uses will be carried out with area residents.

- ▶ **Santa Rosa:** This Neighborhood area will remain primarily rural, emphasizing the natural character of the rocky hillsides and the compatibility of low intensity residential development consistent with that character. Significant features to be protected include the Ramona Bowl, Simpson Park, and natural hillside areas.
- ▶ **Domenigoni/Diamond Valley:** The Domenigoni Reservoir to be built within this Neighborhood will be its dominant feature. Land uses will emphasize recreation, commercial support uses related to the reservoir, and the retention of rural residential areas. Significant features within this neighborhood area include the Domenigoni Mountain and Rawson Mountain hillsides and ridgelines, Salt Creek, Goodhart Canyon, and Cactus Valley. Significant changes due to the construction of the reservoir include the closing of Newport Road which now runs through the Domenigoni Valley, and the future alignment of the Simpson Road connection to State Street.
- ▶ **Southwest Hemet:** The General Plan envisions creating a theme to tie together the numerous natural and man-made features of this area, thereby creating a "sense of place." Dramatic entry treatments will be proposed to create neighborhood identity and arrival. New development within this Neighborhood will recognize and respect the significant commitment which has been made in the eastern portion of this area to senior-oriented development. As part of the industrial development which will occur around Hemet-Ryan Airport, transitions to, and buffers between, residential and industrial uses will be provided. The realignment of Warren Road and its likely designation as State Route 79, along with the construction of Simpson Road as a major alternative route to Florida, will create commercial opportunities at major intersections, and require that buffers be provided adjacent to residential neighborhoods.

Community Vision

- ▶ **South Central Hemet:** The existing commercial node at State and Stetson will be strengthened with the adjacent development of multi-family housing, which will also provide a transition to existing single family neighborhoods. The existing small-town, neo-traditional character of much of this Neighborhood will be preserved, and will serve as the example of the general character desired for new residential neighborhoods.
 - ▶ **Downtown Hemet:** Existing viable single family areas within this Neighborhood will be protected and balanced with other uses. New investment in deteriorating areas will be encouraged through a transition to higher intensity use, consistent with the scale and street orientation of existing single family residential and commercial uses. Within residential areas, this will largely be accomplished through infill with the addition of detached structures on a lot, rather than development of large, multi-family structures. The creation of high intensity uses within existing single family areas will assist in maintaining the area's commercial viability.
 - ▶ **Florida Avenue:** This Neighborhood contains lands affected by operations at Hemet-Ryan Airport, and includes the majority of the area's future employment base. Within this area, major new commercial development will occur along Florida Avenue at its western and eastern ends (Auto Mall, Wal-Mart). Such commercial areas provide the opportunity to develop a city entry theme along Florida Ave for visitors traveling from the west into the valley. Industrial uses in this Neighborhood, as well as in Southwest Hemet, are anticipated to emphasize manufacturing, assembly, and distribution. An existing rail line runs along the areas southeast boundary, creating the future potential for use as a transportation corridor linking the valley with cities to the west.
 - ▶ **Northwest Hemet:** This is an area of transitions: between the Florida Avenue commercial corridor and suburban and rural uses to the north, as well as between urban and suburban uses to the east and rural and hillside areas to the west. Overall, land use will transition from existing agricultural uses to a variety of residential uses. To ensure that this transition occurs in a rational manner, a master planning concept will be employed.
 - ▶ **West Hemet:** The primary concept of this Neighborhood is to retain Florida Avenue as a commercial corridor, and to provide transitions between the corridor and rural areas to the north and south. Development within Reinhardt Canyon shall remain rural, recognizing and respecting existing development, as well as constraints related to slopes, circulation, infrastructure, and available fire protection. Since the first impression of the City for visitors traveling from the west occurs within this neighborhood area, a major entry statement along Florida Avenue would be appropriate.
- The use of a specific plan process provides both the City of Hemet and a prospective developer with the opportunity to establish specialized regulations and implementation programs tailored to the unique characteristics of a particular site. Specific plans are proposed in the following areas:
- ▶ Hemet Stock Farm (North Hemet)
 - ▶ West Valley High School (Central Hemet)
 - ▶ Farmers' Fair (Downtown, Florida Avenue)
 - ▶ Domenigoni Reservoir (Domenigoni/Diamond Valley)
 - ▶ Northwest Specific Plan (Northwest Hemet)
 - ▶ Southwest Specific Plan (Southwest Hemet)
 - ▶ Northeast Specific Plan (Northeast Hemet)

► Reinhardt Canyon (West Hemet)

Specific plans so designated on the Hemet General Plan Land Use Map may cover all or a portion of the area in question.

Because Hemet wishes to retain its primary role as a retirement community, new development will recognize and respect the integrity of existing senior-oriented projects and established lifestyles. It is envisioned that, although there will continue to be a large band of age-segregated neighborhoods, integration of senior and family populations will occur through various communitywide activities.

In addition, the City of Hemet will continue to offer opportunities for a wide range of housing types which, in turn, offer a mix of age and lifestyle.

d. Regional Cooperation and Coordination

Goal

A harmony of interests between the City of Hemet and other local, regional, state, and federal agencies whose planning programs may affect Hemet residents and businesses.

General Concepts

Regular and effective lines of communications will be achieved and maintained between the City of Hemet and those local, regional, state, and federal agencies whose efforts affect Hemet residents and businesses. The result of this communication is to:

- identify opportunities for joint programs to further common interests in a cost efficient manner;
- establish the trust necessary between agencies to carry out such joint programs;

- assist agencies in understanding and being sensitive to each other's interests and concerns; and

- resolve differences in the interests and concerns which the City of Hemet might have with the actions of another agency, as well as those concerns which another agency might have with actions of the City of Hemet.

e. City Boundaries

Goal

Rational City boundaries which facilitate the provision of key public services and facilities, and which will promote implementation of the Hemet General Plan.

General Concepts

Because the City cannot rely on individual property owner and resident requests as a means of squaring off and achieving logical municipal boundaries, a more proactive role will be taken. This role will consist of:

- undertaking joint programs with the County and residents of unincorporated areas to determine specific patterns of long-term land use to which all parties can commit.

- Identifying lands which meet the following criteria:

- Clear compatibility exists with Hemet's basic identity, as well as the goals and desires of area residents and landowners.
- The City is in the best position to provide essential municipal services and facilities, and can do so consistent with the goals and concepts outlined in the General Plan, particularly in regard to management of existing resources and provision of services.

Community Vision

- There exists a significant social and economic interdependence and interaction between the City of Hemet and the unincorporated area.

f. School Facilities

Goal

Cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the Hemet General Plan with respect to facility location, use type, timing, funding, recreational and social joint use programs, and the creation of an overall sense of community.

General Concepts

Although the provision of school facilities is the responsibility of the local school district, the City of Hemet will assist by working with the Hemet Unified School District to develop new school and park facilities together as multiple-use facilities in order to minimize costs and to maximize utilization.

To the extent possible, new school and park facilities will be located and developed as an integrated unit serving as village or neighborhood cores.

Existing school facilities will, to the extent feasible, be adapted and redeveloped to function as multiple-use cores to give identity to existing neighborhoods.

Mutually agreeable standards will be adopted that the City of Hemet and the Hemet Unified School District will use to guide the location and design of school and joint school/park sites.

The City of Hemet will work with the Hemet Unified School District to establish financing techniques which ensure construction of new facilities that will be ready for occupancy and use at the time facilities and services are required. This includes:

- ▶ establishing utilization ratios for residential units;
- ▶ establishing generation factors and utilization ratios for commercial/industrial uses which ensure that businesses within the City of Hemet are only required to pay for the school impacts they create within the City;
- ▶ establishing a construction cost index for new school and park facilities;
- ▶ developing an index of potential funding sources for applicants of proposed new developments; and
- ▶ developing an index of potential funding sources and coordination of resources by joint use agencies required to develop new facilities or improve existing facilities.

New development will be required to be responsible for providing the necessary funding/resources to establish facilities commensurate to the project's impact. Mitigation for school impacts will be required at the following levels:

- ▶ Ministerial Projects (Development Projects): Subject to full fees as provided for by AB 2926.
- ▶ Specific Plans: Subject to full mitigation of local impacts to the extent created by the proposed development.
- ▶ Quasi-Judicial Acts (Zone Changes, General Plan Amendments): Subject to full mitigation of impacts created by additional residential densities beyond the base density of the zoning or General Plan designations prior to any change.

In requiring that new development pay fees greater than that established under State law, it is the City's expectation that all development fees collected from development projects within the City be applied to the acquisition and construction of schools which serve the residents of those projects.

g. General City Facilities

Goal

Adequate facilities to carry out City of Hemet general services.

General Concepts

Through the City's Development Impact Fee system, fees will be collected from new development to ensure that they pay their fair share of future expansions of general City facilities.

h. Library Facilities

Goal

Maintenance of a local library system which meets the needs of Hemet residents.

General Concepts

Through the City's Development Impact Fee system, fees will be collected from new development to ensure that new development pays its fair share for future expansions of library facilities.

i. Sewer Facilities

Goal

Maintenance of a wastewater collection, treatment, and disposal system which is capable of meeting the daily and peak demands of Hemet residents and businesses.

General Concepts

The City of Hemet will continue to require that new developments provide such sewer facilities as are necessary to ensure adequate service to new development without impacting existing development. This will require a specific review of the sewer facility needs of new projects as part of the development review process.

In addition, the City will work with Eastern Municipal Water District to ensure that adequate sewage treatment and disposal facilities are available to meet future demands.

j. Community and Cultural Services and Facilities

Goal

Maintenance of a system of cultural and other facilities sufficient to provide needed social services and to meet the needs of Hemet residents.

General Concepts

The primary concept for ensuring adequate cultural facilities and social services is for the City to work with local and regional public and private agencies involved in the provision of cultural facilities and social services in order to leverage funds, and to pursue development of joint use facilities where they would be of benefit.

In addition, consistent with its function as a retirement community, the City will continue to be active in the direct provision of services to the local senior population.

2. ECONOMIC DEVELOPMENT

a. Citywide Economic Base

Goal

Promotion of an economic base which provides service to the area's retirement population, broadens business and employment opportunities for the wider San Jacinto Valley community, and which generates sufficient municipal income to support the services and facilities envisioned in the City of Hemet General Plan.

Community Vision

General Concepts

Capitalize on Hemet's existing commercial base by:

- ▶ strengthening retail and service businesses in those sectors patronized by the City's senior and seasonal populations, thus providing area families with employment opportunities which serve the local senior population;
- ▶ developing programs to enhance the local market and encourage residents to shop locally;
- ▶ expanding the Hemet Valley Regional Mall and establishing a new regional commercial node at the intersection of Florida and Warren;
- ▶ maintaining and strengthening the Florida Avenue commercial corridor; and
- ▶ establishing a network of commercial nodes on a generally regular grid to provide opportunities for neighborhood shopping.

The construction of the Domenigoni Reservoir will present significant commercial/recreational opportunities upon which the City will capitalize.

b. Strengthening Hemet's Principal Commercial Nodes

Goal

Strengthen and diversify Hemet's principal commercial nodes located at the Hemet Valley Mall, the State/Stetson intersection, and the Florida/Warren intersection.

General Concepts

Revitalize and expand the Hemet Valley Mall through the addition of one new retail anchor and additional in-line shops to strengthen Hemet's position as a subregional commercial center, and to facilitate the acquisition of additional sales tax generating uses. This will be accomplished by

reserving land adjacent to the mall for its expansion and through the use of available financial incentives.

Create a regional commercial node at the Florida/Warren intersection. The concept is to focus on the Auto Mall and complementary uses, as well as other commercial uses which cater to a regional, rather than local, market. In addition, this node will be tied to the establishment of a Metrolink commuter rail station along the Santa Fe rail line at Warren Road.

Strengthen the commercial node at the corner of State and Stetson by providing multi-family development adjacent to the commercial uses within the node. This will not only increase the node's support base, but will act as a buffer between commercial and single family uses.

c. Attracting Commercial and Industrial Development

Goal

A community which will ensure that major commercial and industrial developments contribute to a healthy local tax base.

General Concepts

Establishment of an proactive program to attract commercial and industrial uses which will fulfill one or more of the following purposes;

- ▶ provide services to the area's retirement population;
- ▶ broaden business and employment opportunities for Hemet and the wider San Jacinto Valley community;
- ▶ provide a positive source of municipal income to assist in supporting the facilities and services desired by Hemet residents and businesses.

d. Economic Development Tools

Goal

Utilization of a wide range of the tools available under California law to attract and retain economically strong business and industry and to support the maintenance of neighborhood quality.

General Concepts

Broaden the use of redevelopment as an economic development tool to include public facilities, services, and benefits other than flood control.

Use bond funds where suitable to upgrade local infrastructure in areas appropriate for major retail and industrial activity.

Proactively promote the City of Hemet as a community which is supportive of economic development.

Emphasize use of the specific plan process in established areas which may undergo land use transformation.

e. Infrastructure Financing

Goal

Establishment of equitable funding mechanisms which ensure that new development pays for itself.

General Concepts

The City of Hemet will continue to implement and periodically update its comprehensive Development Impact Fee program in order to ensure that the costs of public facilities which will be required by new development are borne exclusively by new development.

A flexible package will be maintained for the City to use in setting requirements for future development.

- ▶ While the City's Development Impact Fee ordinance presents a valuable tool to ensure that new development pays its way, in certain circumstances, the City will wish to require construction of facilities in lieu of fees, provided that the value of improvements and fees provided by a development is equal to the total required fees.

In order to ensure that General Plan performance standards for public services and facilities are met, it may be necessary to require that new development provide facilities in excess of the value represented by the City's Development Impact Fee ordinance.

- ▶ In such a case, the City may, at its option, require the improvements and provide a reimbursement agreement to the developer. Costs for such facilities provided by the first development would be reimbursed from fees collected from subsequent development(s).
- ▶ Alternatively, the City may, at its option, require improvements of one type of facility in excess of the value of development fees and waive other impact fees, so that the development pays only the equivalent cost of the total fees normally required of the development. In such a case, fees collected from other developments for the facility provided by the first development would be used to make up the fees for other facilities.

An annual assessment will be conducted of City services and facilities, evaluating the adequacy of facilities and equipment serving the City; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.

In addition, the City will use a variety of funding mechanisms to provide for the services and facilities required by existing development.

Community Vision

3. PUBLIC SERVICES AND FACILITIES

a. General Public Services and Facilities

Goal

Ensure that new development does not adversely affect the services and facilities enjoyed by existing residents, and that new development pays for itself.

General Concepts

The central concept is the establishment of a set of performance standards for individual public services and facilities. New development will be required to ensure that these performance standards are met.

In cases where the performance standards are not met due to impacts from existing development, the City Council will adopt in its Capital Improvement Plan a program to meet the performance criteria at the earliest feasible date. In addition, new development will be required to ensure that applicable performance criteria are met for the new services and facilities to be provided to the development, and that existing services and facilities are not further downgraded.

b. Traffic

Goal

A transportation system which maximizes freedom and safety of movement, is cost-effective, considers all forms of transportation, and maintains the quality of the City's living environment.

Performance Standard

Road links will be maintained at Level of Service C (not more than 80 percent of maximum daily capacity), and intersections will be maintained at Level of Service D or better during peak hours (less than 40 seconds average wait at an intersection).

c. Drainage Facilities

Goal

Adequate facilities to protect Hemet residents and businesses from flooding conditions.

Performance Standard

Facilities shall be provided concurrent with development to protect structures for human occupancy and major roadways from the 100-year flood.

d. Water Storage and Distribution

Goal

A water system which is capable of meeting the daily and peak demands of Hemet residents and businesses, including the provision of adequate fire flows.

Performance Standard

Adequate fire flow as established by the Hemet Fire Department will be maintained, along with sufficient storage for emergency situations and adequate service pressures.

e. Parks and Recreational Facilities

Goal

Maintain a system of park, recreational, and open space lands of sufficient size and in the appropriate locations to serve the needs of Hemet residents of all ages.

Performance Standard

Five (5) acres per 1,000 population of park land and/or recreational facilities will be provided.

f. Police Services

Goal

Provide police services which minimize the risk of crime and provide a secure environment.

Performance Standard

A seven (7) minute average response time for emergency calls will be maintained within urban areas, and a nine (9) minute average response time for emergency calls will be maintained within rural areas.

g. Fire Services

Goal

Adequate fire prevention and emergency fire, medical, and hazardous materials services for the protection of lives and property.

Performance Standard

A response time of five (5) minutes or less for 80 percent of fire and emergency medical calls will be provided on both a citywide and response area basis.

h. Sanitary Sewers

Goal

A wastewater collection, treatment, and disposal system which is capable of meeting the daily and peak demands of Hemet residents and businesses.

Performance Standards

Sanitary Sewers will exhibit unrestricted flow.

The rated capacity of the treatment facility will not be exceeded.

4. TRANSPORTATION

Goal

Maintenance of a transportation system which maximizes freedom and safety of movement, and which maintains a balance between mobility, cost-efficiency of maintenance, and the quality of the City's living environment.

General Concepts

The central transportation concept is that a comprehensive approach to area transportation be provided, including:

- ▶ widening roadways where rights-of-way exist or can be acquired;
- ▶ establishing a Circulation Map to illustrate ultimate rights-of-way and roadway improvements;
- ▶ requiring individual developments to provide such roadway improvements as are within and adjacent to their boundaries, as well as providing such additional roadway improvements as are necessary to avoid impacting existing developed areas;
- ▶ improving the functioning of existing roadways in areas where additional rights-of-way can not be acquired due to existing development, by consolidating driveways, prohibiting on-street parking, eliminating left movements, and/or providing alternate routes;
- ▶ requiring establishment of transportation demand management programs in commercial and industrial developments consistent with the South Coast Air Quality Management Plan to decrease the number of vehicles on City streets during peak travel hours;

Community Vision

- ▶ facilitating the use of public transit by establishing a system of higher intensity development nodes in conjunction with commercial development and by requiring provision of bus turnouts and shelters at appropriate locations;
- ▶ locating higher intensity residential uses adjacent to commercial uses so as to facilitate the use of bicycle and pedestrian travel;
- ▶ encouraging the development of mixed use developments which provide a range of daily services, thereby reducing the number and length of automobile trips;
- ▶ providing a system of bicycle routes throughout the General Plan study area;
- ▶ requiring that new commercial and industrial uses be designed so as to eliminate penalties for, and facilitate the use of, alternative modes of transportation; and
- ▶ seeing to the needs of the senior population through the provision of Senior-Oriented Transit and Para-transit Services (Dial-a-ride, private bus services, etc.).

Existing and future residential neighborhoods will be protected from being impacted by through traffic along arterial roadways.

5. PUBLIC HEALTH AND SAFETY

a. Geology and Seismicity

Goal

Reduce the potential for loss of life and minimize physical injury and property damage from seismic groundshaking and other geologic events.

General Concepts

Implement the requirements of the Alquist-Priolo Special Study Zones Act by requiring site-specific studies where necessary to precisely locate fault traces within designated Special Study Zones, and by requiring appropriate setbacks from faults.

Require building design to be commensurate with the expected level of groundshaking in a major earthquake, based on local soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high occupancy buildings and buildings which will be needed to provide essential emergency services in the event of a major earthquake should be designed to withstand a greater degree of groundshaking than low occupancy, low risk buildings.

b. Flooding

Goal

Minimize the potential for loss of life, physical injury, property damage, and social disruption, and facilitate rapid physical and economic recovery from flooding.

General Concepts

The City of Hemet is committed to a major program of constructing flood control improvement, financed by a combination of development impact fees and redevelopment funds. Major improvements to be constructed as part of the Salt Creek system will function as buffers between neighborhood areas, as well as provide opportunities for joint use recreational facilities, particularly trails.

The City of Hemet will continue to place significant emphasis on its redevelopment programs to fund drainage and flood control facilities needed by Hemet residents and businesses. In addition, new development will be required to pay the fees outlined in the City's Development Impact Fee ordinance or provide specific facilities in lieu of fees.

c. Noise

Goal

Promote noise compatible land use relationships by implementing noise standards to be utilized for design purposes in new development, and establishing a program to attenuate noise problems.

General Concepts

The General Plan establishes noise compatible land use standards which will be used in the review of new development as a means of defining necessary mitigation measures.

The General Plan Land Use Map designates lands impacted by noise from Hemet-Ryan Airport for noise-tolerant industrial land uses.

d. Hazardous Materials

Goal

Provide an adequate level of protection to life and property from the storage, use, and transportation of hazardous materials within the General Plan study area.

General Concepts

Current law requires a "fair share" concept in relation to hazardous materials wherein the City of Hemet will accept responsibility for hazardous waste management in an amount proportional to the amount of hazardous waste generated within the City. Thus, the City will plan for the management of hazardous materials occurring within the City.

The Riverside County Hazardous Waste Management Plan requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The City of Hemet will maintain parallel requirements for businesses within the City.

Recognizing that the residential sector is a major producer of hazardous wastes, the City will maintain a program of household hazardous waste collection so that household hazardous wastes are collected and disposed of in a safe manner.

e. Fire

Goal

Provide adequate protection to life, property, and the natural environment from the potential disastrous effects of wildland fires.

General Concepts

The primary concept for the provision of fire protection services is an emphasis not only on fire suppression, but also on fire prevention. Thus, in addition to requiring that new development pay its fair share of expanding fire facilities, acquiring new equipment, and training new personnel, new development will be required to be designed in such a manner as to reduce the potential for and the severity of fires.

The City will work with Riverside County in the evaluation and establishment of a system of fire buffer areas, as well as an ongoing weed and brush management program to reduce the likelihood of a wildland fire.

Mutual aid agreements will be maintained to ensure the ability to rapidly deploy sufficient manpower to gain control of and extinguish wildland fires.

f. Crime Prevention and Law Enforcement

Goal

Minimize the risk of crime and provide residents and businesses with a secure environment.

Community Vision

General Concepts

The primary concept for the provision of law enforcement services is an emphasis not only on law enforcement, but also on crime prevention. Thus, in addition to requiring that new development pay its fair share of expanding police facilities, acquiring new equipment, and training new personnel, new development will be required to be designed in such a manner as to reduce crimes of opportunity and to increase the surveillance ability of neighbors and the police.

g. Emergency Services and Facilities

Goal

Maintain the ability to quickly respond to emergency and disaster situations through a combination of City and cooperative regional efforts.

General Concepts

The City will continue to maintain an up-to-date Emergency Operations Plan to detail Hemet's planned response to emergency situations.

Mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources.

h. Airport Land Use Compatibility

Goal

Provide an acceptable level of protection to life and property from airport-related uses and hazards.

General Concepts

The Hemet General Plan Land Use Map recognizes the varying levels of airport-related hazards surrounding Hemet-Ryan Airport, and designates land use types which are compatible with airport operations. As defined in the Hemet-Ryan Airport Land Use Plan, Hemet-Ryan Airport Master Plan, and the City's Position Paper on Hemet-Ryan Airport, land use restrictions are greater in areas subject to higher levels of risk than are restrictions in areas of lesser risk.

6. RESOURCE MANAGEMENT

a. Air Quality

Goal

Achievement of air quality that is conducive to good health and enjoyment of the area's climate for all citizens, including the elderly, children, and those with respiratory problems.

General Concepts

Hemet General Plan air quality concepts embrace a wide range of land use, transportation, and energy conservation techniques. These include:

- ▶ improving traffic flow and eliminating traffic congestion through area-wide roadway improvements;
- ▶ improving the functioning of existing roadways in areas where additional rights-of-way can not be acquired due to existing development, by consolidating driveways, prohibiting on-street parking, eliminating left movements, and/or providing alternate routes;
- ▶ requiring establishment of transportation demand management programs in commercial and industrial developments consistent with the South Coast Air Quality Management Plan to decrease the number of vehicles on City streets during peak travel hours;

- ▶ facilitating the use of public transit by establishing a system of higher intensity development nodes in conjunction with commercial development and by requiring provision of bus turnouts and shelters at appropriate locations;
- ▶ locating higher intensity residential uses adjacent to commercial uses so as to facilitate the use of bicycle and pedestrian travel;
- ▶ encouraging the development of mixed use developments which provide a range of daily services, thereby reducing the number and length of automobile trips;
- ▶ providing a system of bicycle routes throughout the General Plan study area;
- ▶ requiring that new commercial and industrial uses be designed so as to eliminate penalties for, and facilitate the use of, alternative modes of transportation;
- ▶ reducing energy consumption for lighting, heating, and cooling through a combination of passive and active measures; and
- ▶ reducing fugitive dust and other air pollutant emissions from construction activities.

b. Parks and Recreation

Goal

A system of park, recreation, and open space lands of sufficient size and in the appropriate locations to serve the needs of Hemet residents of all ages.

General Concepts

Central to the provision of new park facilities within the City of Hemet is the concept of joint school-park facilities. This concept emphasizes locating and using park and school facilities together as village or neighborhood cores.

In addition, continuing emphasis on the use of Valley-wide Recreation District services and maintenance responsibilities will serve to maintain efficiency to the provision of recreation services to all age groups in the valley.

c. Open Space

Goal

Take advantage of existing open space opportunities which conserve natural resources, provide open space for outdoor recreation, and protect the public health and safety.

General Concepts

The General Plan envisions an open space system comprised of:

- ▶ developed and natural park lands;
- ▶ the Domenigoni Reservoir and adjacent recreational lands;
- ▶ natural drainage areas within hillside areas, as well as trails and recreational features along flood control channels;
- ▶ hillside areas wherein slopes provide such natural restrictions that, although some development occurs, open space areas and the natural character of the hillsides are preserved;
- ▶ agricultural lands, although much of the area's agriculture will convert over time to a combination of urban and rural uses, some agriculture will continue, and a program to retain the open character of agricultural lands will be implemented.

d. Biological Resources

Goal

The management of rare, endangered, and candidate species and their habitats through appropriate and accepted preservation programs.

Community Vision

General Concepts

A proactive approach to biological habitat mitigation will be taken wherein the City will work with federal, state, and private entities to establish multi-species habitat conservation programs. Under such programs, valuable habitat areas will be identified, and purchase programs will be set up to ensure their long-term protection and preservation. In exchange, financial participation by new development to purchase these habitat areas will be considered to be mitigation of biological habitats.

In some cases, the sensitivity and value of biological resources within a development site may warrant their in-place preservation. Such a decision will be made by the City based on a case-by-case basis.

Individual development projects will be reviewed through the CEQA process for potential impacts on biological resources. As part of this review, the City will determine if:

- ▶ there is no potential for significant impacts on biological resources, and therefore no mitigation measures are to be required;
- ▶ there is a potential for significant impact to biological resources, and participation in a habitat conservation program is to be required; or
- ▶ there is a potential for significant impact to biological resources, and the nature of the resource that might be impacted is such that it should be preserved in-place or buffers should be provided. In addition, participation in a habitat conservation program may be required.

e. Water Resources

Goal

Ensure the availability of water to support future growth in Hemet through a combination of water

conservation, water reuse, protection of groundwater recharge and quality, and import of additional water when extra supplies are available during wet years to maximize groundwater recharge.

General Concepts

Water conservation will be achieved through a combination of enforcing building and plumbing code water conservation measures, as well as through continuing to encourage drought-tolerant landscape planting schemes.

To encourage water reuse, the City of Hemet will continue to work with Eastern Municipal Water District to identify uses for reclaimed water, and to establish mechanisms for funding reclaimed water delivery systems.

Groundwater recharge and quality concepts include a combination of protecting natural watershed and groundwater recharge areas, as well as implementation of programs to regulate hazardous materials, and programs in cooperation with EMWD and the County Flood Control District to manage the quality of urban runoff.

The City of Hemet will also work with regional water agencies to establish a conjunctive use program whereby additional water is imported during wet years when such supplies are available, and using local groundwater basins for storage and use in dry years.

The City will continue to require that new developments provide such water facilities as are necessary to ensure adequate service to new development without impacting existing development. This will require a specific review of the water facility needs of new projects as part of the development review process.

In areas outside of the City's water service boundaries, the City will work with water agencies to ensure that adequate water facilities are available to meet future demands.

f. Historic Resources and Cultural Heritage

Goal

Ensure that reminders of the Hemet area's physical, historical, and cultural heritage are respected and preserved for future generations.

General Concepts

Since cultural resources within Hemet are spread out over a large area, such sites and their character will be protected through implementation of the City's development review process on a site-by-site basis. A combination of preserving *actual* historic features (such as the depot) and the *character* of historic sites (such as at the Stock Farm) will be employed.

g. Soil Conservation

Goal

Protect the community from significant erosion problems resulting from natural and man-made activities.

General Concepts

The primary erosion control concept envisioned by the General Plan is to continue requiring incorporation of wind and water erosion control measures into new grading activities. In addition, flood control facilities will be designed so as to minimize the potential for scouring of drainage course bottoms.

h. Solid Waste Management

Goal

An adequate system of solid waste collection and disposal to meet existing and future needs of Hemet residents and businesses.

Divert 25 percent of solid waste from landfill or incinerator through source reduction, recycling, and composting by January 1, 1995.

Divert 50 percent of solid waste from landfill or incinerator through source reduction, recycling, and composting by January 1, 2000.

General Concepts

Through the City's Development Impact Fee system, fees will be collected from new development to ensure that it pays its fair share for future expansions of City solid waste collection facilities and equipment.

The City will work with Riverside County to ensure that adequate landfill capacity is available to meet future demands.

A combination of source reduction, curbside recycling, and materials recovery will be employed to reduce the amount of solid waste that must be disposed of in landfills.

i. Energy Conservation

Goal

A reduction in the amount of energy resources that are consumed by Hemet residents and businesses.

General Concepts

Energy conservation within Hemet will occur through a combination of reducing vehicle miles traveled (as described for transportation and air quality), as well as by the implementation of feasible active and passive conservation technologies in new development. In addition, programs to encourage incorporation of emerging technologies into existing development will be implemented.

Community Vision

j. Mineral Resources

Goal

Provide adequate notice for property within the General Plan study area which is adjacent to designated Mineral Resource Zones.

General Concepts

Although there are, at present, no mineral resources within the General Plan study area that have been identified as being of statewide or regional significance, the City will take an active role in regulating the removal of any mineral resource in such a manner as to protect the public health and safety.

b. Housing Affordability

Goal

An adequate supply of housing to meet the needs of all economic segments of the community.

General Concepts

The General Plan Land Use Map provides for a variety of residential densities in a variety of locations which can support the development of housing for low, moderate, median, and upper income housing, both for-sale and rental.

The City will continue to maximize the use of available federal, state, and redevelopment "set-aside" funds to assist in the production of housing which is affordable to low and moderate income households.

7. HOUSING

a. Housing Accessibility

Goal

Adequate opportunities for all residents to reside in safe, decent housing.

General Concepts

The City will continue to promote fair housing practices through cooperation with, and referrals to, fair housing enforcement organizations.

The General Plan provides for a wide variety of housing types in various locations throughout the study area.

Programs to ensure an adequate supply of housing which meets the needs of various "special needs" groups (handicapped, elderly, large families, homeless) will continue to be implemented.

c. Neighborhood/Housing Maintenance and Preservation

Goal

Maintain and enhance the quality of existing housing and residential neighborhoods.

General Concepts

Existing, viable residential neighborhoods will be protected through a combination of ensuring compatible land uses adjacent to the neighborhood, provision of adequate buffering where neighborhoods are adjacent to non-residential land uses, and provision of incentive programs for maintenance of dwelling units throughout the City.

Current programs to provide incentives for housing maintenance, and to encourage the rehabilitation of substandard and deteriorated housing will be continued. Where rehabilitation of such units is not feasible, removal and replacement will be pursued.

d. Preservation of Existing Housing Affordability

Goal

Preserve the existing affordability of housing within Hemet.

General Concepts

The City will work with federal, state, and county housing agencies to ensure that existing "at risk" units are not lost as low and moderate income housing.

An annual review of City development fees will be conducted to ensure that such fees are fair, and that they are sufficient, but not greater than need be to provide the services and facilities for which they are intended.

The City will, as part of its annual General Plan review, determine that adequate sites for developing housing remain to meet the needs of all economic segments of the community.

INTRODUCTION

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1. THE NATURE AND PURPOSE OF THE GENERAL PLAN

a. The Nature of the General Plan

The Hemet General Plan is a statement by local citizens of what they feel is in the best interest of their community. The general plan functions as a guide to the type of community they desire for the future, and provides the means by which that desired future can be obtained. The Hemet General Plan expresses, in the form of text, maps, and illustrations, the organization of physical, economic, and social activities sought by the community in order to create and maintain a functional, healthful, and desirable place in which to live and do business. The Hemet General Plan thus serves as a comprehensive strategy for the management of future growth and change.

The Hemet General Plan is intended to be a useful guide for local decision-making. To provide for logical and orderly development and redevelopment, the General Plan addresses immediate, mid-, and long-term issues concerning public services, the economic vitality of the community, and environmental constraints. Land use and policy determinations can thus be made within a comprehensive framework which incorporates all public health, safety, and "quality of life" considerations.

b. The Role of the General Plan

According to State guidelines for the preparation of general plans, the role of the General Plan is to establish a document which will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private."

As further mandated by the State, the General Plan must serve to:

- ▶ Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development.
- ▶ Provide a framework within which the City's Planning Commission and City Council can make land use decisions.
- ▶ Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and surrounding planning area.
- ▶ Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules which will guide development within the City and surrounding planning area.

c. State Mandated Elements

State law requires that the General Plan include seven mandatory elements (See Figure I-1), but allows a certain amount of flexibility in how each local jurisdiction structures these elements. Tables I-1 and I-2 at the end of this section describe the organization of the Hemet General Plan and how each of the planning issues contained in this document correspond to the State's seven mandated elements. (Note that many of the planning issues overlap and are addressed by more than one mandated element.)

In addition to the elements required by State law, the Hemet General Plan includes the two optional elements described below. Once adopted, these optional elements have the same force and effect as general plan elements mandated by the State.

Public Services and Facilities: Intended to respond to issues raised by the citizen-adopted Measure C, this element establishes minimum level of service standards for circulation, drainage, water storage and distribution, park and recreation facilities, police and fire services and sanitary sewer services. This element also indicates what the consequences will be if such minimum standards are not achieved.

Introduction

Measure C also mandated that the Public Services and Facilities Element be confirmed by the voters of the City of Hemet upon adoption by the City as part of the General Plan update. Subsequent to adoption of the Public Services and Facilities Element by the City Council on July 21, 1992, "Measure EE, Conformation of the Public Service and Facilities Element" was approved by the voters on November 4, 1992.

Economic Development: This element serves to provide goals and strategies devoted to the promotion of a healthy economic base within the City of Hemet and surrounding area.

d. The Comprehensive Nature of the General Plan

To be effective as a decision-making tool, the Hemet General Plan integrates the following comprehensive view of the community's future physical, social, and economic concerns:

Establishing a Planning Area Boundary: In order to ensure that the City's General Plan addresses issues which may affect or be affected by areas outside of the existing City limits, a comprehensive General Plan Study Area has been established (See Figure I-2). This planning area takes into consideration areas outside the current City limits in recognition of the interrelationships between land use and other issues affecting the City of Hemet and surrounding lands.

For example, traffic within the City of Hemet is not totally generated by Hemet residents and businesses; a large part of the City's traffic is generated by development outside of the City limits. In order to ensure proper functioning of the City roadway system, it is therefore critical for the City to understand and plan for development occurring in the surrounding area.

Maintaining a Regional Context: It is important that the General Plan establish local policy while keeping in mind that the City of Hemet is part of a larger region. Certain issues addressed in the General Plan, such as air quality and hazardous

Figure I-1
State Mandated Elements

- ▶ *The LAND USE ELEMENT designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.*
- ▶ *The CIRCULATION ELEMENT is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.*
- ▶ *The HOUSING ELEMENT is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose.*
- ▶ *The CONSERVATION ELEMENT addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits.*
- ▶ *The OPEN SPACE ELEMENT details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land.*
- ▶ *The NOISE ELEMENT identifies and appraises noise problems within the community and forms the basis for land use distribution.*
- ▶ *The SAFETY ELEMENT establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.*

materials, have a local component, but are more readily addressed on a regional or countywide basis. In such cases, the task of the General Plan is to integrate the interests, values, and concerns of the people of Hemet with regional and countywide policies. In addition, it is the purpose

of the General Plan to provide a forum for the discussion and resolution of issues that cannot be solved by the City alone, but that require cooperative actions by a number of jurisdictions.

Finally, the General Plan recognizes that actions taken by the City of Hemet pursuant to this document may have far-reaching effects on lands outside of the City, while actions taken by other agencies may have serious implications for the City. Thus, the Plan provides for ongoing communications between the City of Hemet and other agencies whose actions can affect and be affected by actions taken by the City.

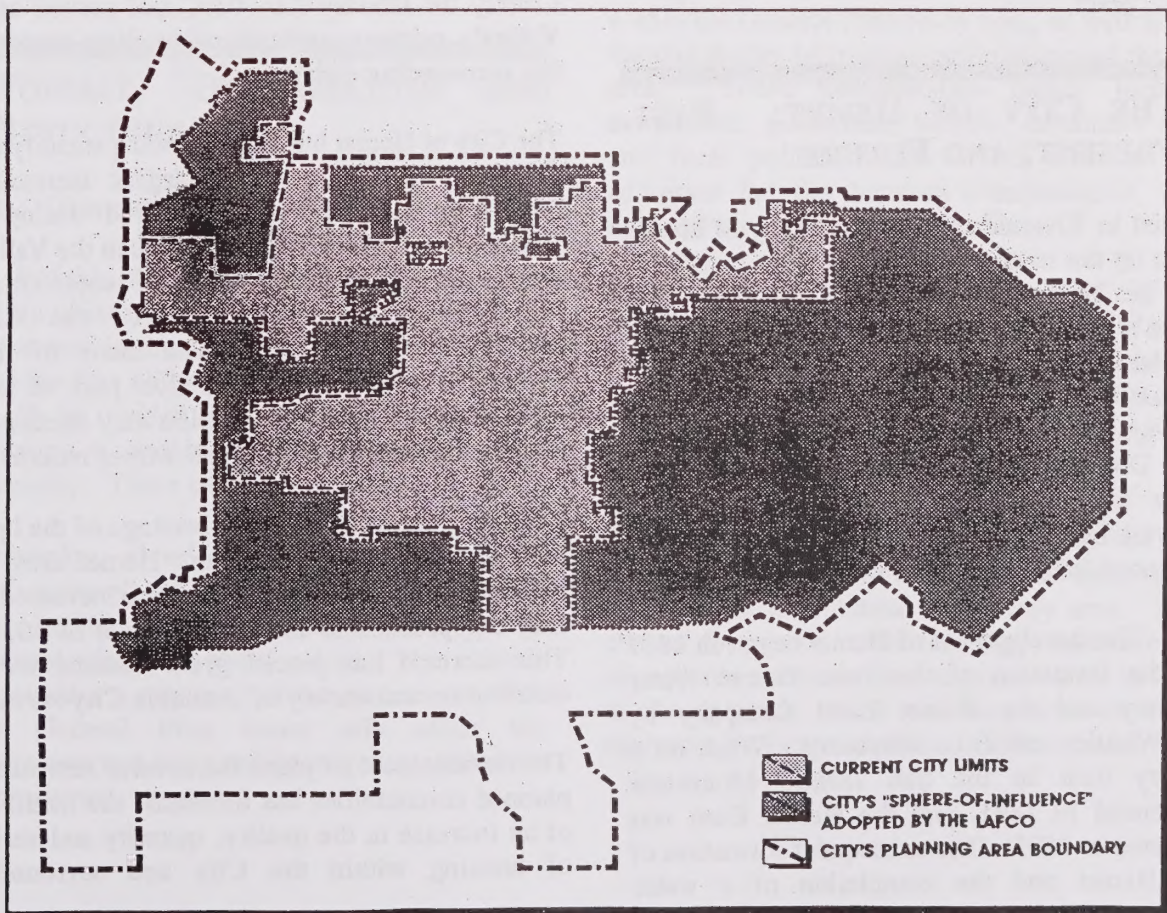
Identification of Issues: The General Plan not only addresses issues that the State mandates be

covered, but also includes policies which respond to current community issues which have been identified during the General Plan preparation process. The identification and resolution of the myriad of issues facing the City of Hemet was a central focus of the update program.

e. Internal Consistency

Not only does the General Plan need to be coordinated with other jurisdictions and consistent with other land use policies and regulations, State law requires that General Plan policies must also be consistent between and among each element. It has also been established by State law that all text and diagrams are to be internally consistent with both the text to which they refer, and other maps and diagrams.

Figure I-2
Hemet General Plan Study Area



Introduction

f. The Hemet General Plan as a Long-Term Planning Tool

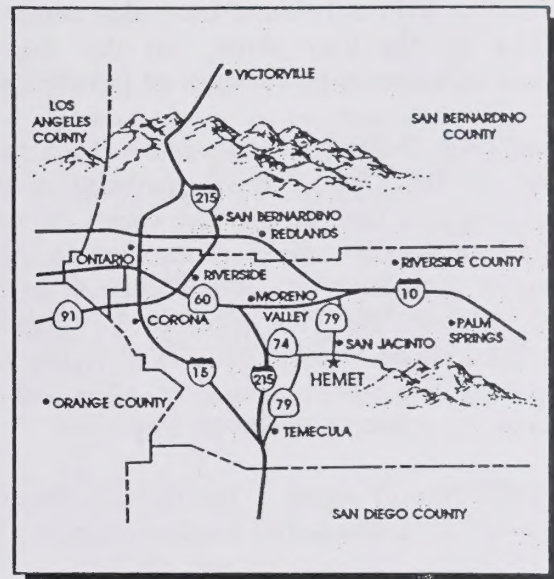
By definition, a general plan for any community needs to include policies which can be extended into the immediate and long-term future. Most cities rely on 15 to 25 years as the long-term planning horizon for the general plan. The Hemet General Plan establishes the year 2010 as a benchmark date for the preparation of general plan policy. More importantly, the Hemet General Plan establishes policies for the ultimate buildout of the study area, thereby creating the framework upon which future general plan reevaluation can be based.

Under State law, however, the Housing Element represents a short-term program which must be reevaluated every five years. Other elements are routinely reviewed and revised as new information becomes available or as community values or attitudes change. This generally occurs every four to five years.

2. THE CITY OF HEMET: PAST, PRESENT, AND FUTURE

Located in Riverside County, the City of Hemet makes up the southern portion of what is referred to as the Hemet/San Jacinto Valley. The study area is bounded by the San Jacinto Mountains and San Bernardino National Forest to the northeast and south, the Badlands to the northwest, the Lakeview Mountains to the west, the Santa Rosa Hills, Domenigoni Mountains, and the Diamond Valley to the south. The City is bisected east/west by Highway 74 (Florida Avenue) and again north/south by Highway 79 (State Street).

Past: The development of Hemet began in 1887 with the formation of the Lake Hemet Water Company and the Hemet Land Company by W.F. Whittier and E.L. Mayberry. Work on a masonry dam in the San Jacinto Mountains commenced in 1891, and the Hemet Dam was completed in 1895. The subsequent formation of Lake Hemet and the completion of a water



distribution system to and through the Valley enhanced agriculture and development. Hemet was incorporated as the fifth city in Riverside County on January 20, 1910, and served as the Valley's primary agricultural trading center for the surrounding districts.

The City of Hemet has been growing steadily over the past 40 years. The largest increase in population (12.9 percent) occurred during the 1960s when retirees began to settle in the Valley's quiet rural setting. This influx of senior citizens represented over 41 percent of the City's population in 1989. Because many of these residents make travel an active part of their retirement, the City's population may fluctuate as much as 19 percent during the winter months.

Present: In order to take advantage of the lower cost of housing offered in the Hemet area, the recent influx of young families has increased the City's population to the present level of 36,094. This increase has placed great demand on the distribution and variety of available City services.

The development of plans for several new master planned communities has increased the likelihood of an increase in the quality, quantity and variety of housing within the City and surrounding

communities. Many of these plans, however, have yet to make a significant impact on the public services deficiencies now felt within the community.

Future: Opportunities for a bright future abound in the City of Hemet. While the City of Hemet wishes to maintain its primary function as a community of choice for seasonal and permanent retirees, it also wishes to become a community offering a variety of lifestyles to all ages. Thus, Hemet wishes to emphasize a balanced view in future development.

Hemet understands the responsibility it will have in the future to provide residents with a quality of life which is free from problems associated with a lack of public facilities and services.

The City of Hemet will strive to remain the economic center of the Valley while holding on to a sense of the small-town character the residents now enjoy.

3. FORMAT, ORGANIZATION AND STRUCTURE

a. General Plan Text

Part II of this document presents the issues which the City of Hemet and its General Plan study area face, as well as the goals, concepts, and strategies which the City will pursue to resolve those issues. Part II is divided into seven chapters, each addressing a certain type of issue facing the community. These chapters are described below.

Community Development: focuses on the organization of the City's physical environment into a logical, functional, and aesthetic pattern consistent with local social values. This chapter also provides a summary of the manner in which other General Plan issues will affect the arrangement and design of development within the planning area.

Economic Development: consists of the ways in which people and business contribute to the City's economy through consumption, production, investment, and job creation. This chapter focuses on ensuring sufficient municipal income to achieve other General Plan goals.

Public Services and Facilities: addresses the services and facilities needed to support existing and future residential, commercial, and industrial development within the study area. This chapter implements the provisions of the City's Measure C growth management initiative, and focuses on establishing a clear tie between land use and the provisions of public services. This chapter also ensures that adequate levels of facilities and services are provided to Hemet residents and businesses, and that new development pays its own way and does not impact the services and facilities enjoyed by present residents and businesses.

Transportation: addresses circulation needs within the General Plan study area, as well as the various modes of transportation proposed for the area. These transportation modes include: automobile, pedestrian, bicycle, commuter rail, and local public transit. This element also addresses the ties between transportation, land use, and air quality planning efforts.

Public Health and Safety: consists of an evaluation of natural and man-made hazards faced by Hemet residents and businesses. This chapter focuses on determining appropriate levels of protection from various hazards and ensuring that such protection is, in fact, provided.

Resource Management: focuses on the use and management of natural resources and open space lands within the General Plan study area. This chapter focuses on establishing appropriate levels of resource conservation and preservation in light of the demands which will be placed on these resources by future residents and businesses.

Introduction

Housing: consists of plans and programs for the provision of housing for all economic segments of the community. This chapter focuses on evaluating issues related to the provision of housing to low-, moderate-, and upper-income households, and those with special needs (elderly, handicapped, large families, and homeless), as well as on establishing specific programs to be undertaken over the next five years to meet the needs of each group.

To assist the reader in understanding and using the General Plan, each of the above chapters has been structured in the following manner:

Introduction: A brief overview of the purpose and contents of the chapter is provided.

For each issue contained within the General Plan Element, planning issues, goals, concepts, and strategies are addressed.

Planning Issues: The specific issues which the Hemet community faces are assessed to provide a basis for developing the policy portion of the General Plan.

Goals, Concepts, and Strategies: The Goals, Concepts and Strategies represent the heart of the General Plan. It is with these directives that the City will guide new development, maintain the environment and define the future character of the community. These components of the plan are defined below.

Goal

- A general, overall and ultimate purpose, aim, or end toward which the City will direct effort.

Concepts

- Examples, alternatives, and options which can be used to understand and to implement General Plan goals and strategies.

Strategies

- Actions or activities which, when incorporated with the described General Plan concepts, describe how each goal is to be accomplished.

Implementation Matrix: As part of each chapter, a matrix summarizing the timing, funding, and responsibility for each of the General Plan's strategies has been developed to assist decisionmakers. This quick reference summary establishes when, how, and by whom each strategy will be undertaken and how the goals in the plan will be accomplished.

Part III of the Hemet General Plan focuses on implementation. This portion of the General Plan discusses the need for revisions to the City's zoning and subdivision ordinances to achieve consistency with the adopted General Plan. The section also identifies the annual review of General Plan implementation, as well as review of capital improvement programs that are required by State law. Finally, Part III provides information on amendment procedures and interpretation of the General Plan.

b. General Plan Maps and Diagrams

Land Use Map. The Land Use Map depicts land use districts which, along with the General Plan text, contain the types and intensities of uses, densities, standards, and in some cases the conditions under which the uses are allowed. The Map also identifies unique areas which may include special standards, such as Specific Plan Developments. The boundaries of planning areas generally are meant to follow property lines, streets, or other public rights-of-way. The boundaries should be interpreted as being logical and not creating isolated land uses.

Circulation Map. The Circulation Map represents the planned roadway system required to support buildout of the land use map. The basic function of the routes represented on the Circulation Map is to indicate transportation corridors, both existing and proposed, as they relate to each other and to planned land use districts. They also serve as a guide to required dedication and improvement of rights-of-way, either in advance of need or as development occurs.

A description of roadway cross-sections is provided in the Transportation Element.

Master Plan of Trails. Closely related to the Circulation Plan, the Master Plan of Trails describes the location and development guidelines for the ultimate development of a public bicycle, jogging, hiking and equestrian trail system within the General Plan Study Area.

4. GUIDE TO THE GENERAL PLAN PROCESS

a. Program Methodology

The following section describes the methodology used in Hemet General Plan Program. It is intended that the information presented here will give the reader a better understanding of the process by which the Hemet General Plan was developed, and how it will be implemented in the future.

Figure I-3 contains a flow chart which summarizes the Hemet General Plan Program.

General Plan Philosophy

As an initial task in the development of a general plan, it is important to establish a general philosophy to guide the effort. The following philosophy was used to guide development of the Hemet General Plan.

- ❑ The general plan must **ANTICIPATE**, rather than react, foreseeing the environment of the future and the desired condition of the community within that environment.
- ❑ The general plan must be **PEOPLE-ORIENTED**, reflective of the needs and desires of the local citizenry and business community. The General Plan must define the quality of life issues facing the community, and provide the means by which the future can be managed and quality of life can be protected.
- ❑ The general plan must be **PRAGMATIC**, rather than wishful, providing a means of making events and community structure happen, instead of merely reacting to changing conditions which unfold on the city scene.
- ❑ The general plan must be **ACTION-ORIENTED** and capable of being translated into specific actions and projects in light of a realistic appraisal of current opportunities and constraints.
- ❑ The general plan must be **FLEXIBLE**, able to accommodate unique situations, evaluate results as plans are refined or implemented, and to adjust as required to meet unforeseen changes in circumstances.

Introduction

Community Participation Program

As an ongoing component of the General Plan Program, community participation represents the most important effort of the process. It is through community participation that a general plan is specifically tailored to the needs and desires of the community.

Recognizing the importance of organized citizen input into the planning process, the Hemet General Plan Program included the establishment of a General Plan Advisory Committee (GPAC) representing a diversity of interests within the Hemet community.

At the beginning of the General Plan process, numerous interviews were conducted with community leaders, and a series of neighborhood area forums were held to provide input to the GPAC regarding citizen concerns. Workshops with the GPAC provided feedback on a regular basis through the initial, formulation stages of the planning process.

A follow-up series of Neighborhood Forums and GPAC meetings were held prior to the formal submittal of the GPAC Preferred General Plan for public hearing review before the Planning Commission and City Council. The public participation process included these scheduled public hearings prior to the City Council's final adoption of the General Plan/Environmental Impact Report.

Define Significant Issues, Community Needs, and Desires

Issues represent the unresolved concerns of the community which are identified in the General Plan and dealt with by the Plan's goals, concepts, and strategies. Methods used to identify and understand community issues included Community Participation Programs, Community and Neighborhood Forums, Community Leader Interviews, Business and Community Advisory Groups, and coordination with other jurisdictions.

As part of the Hemet General Plan Program, information regarding community issues was compiled in an *Issues Matrix* and analyzed in the Community Issues Report.

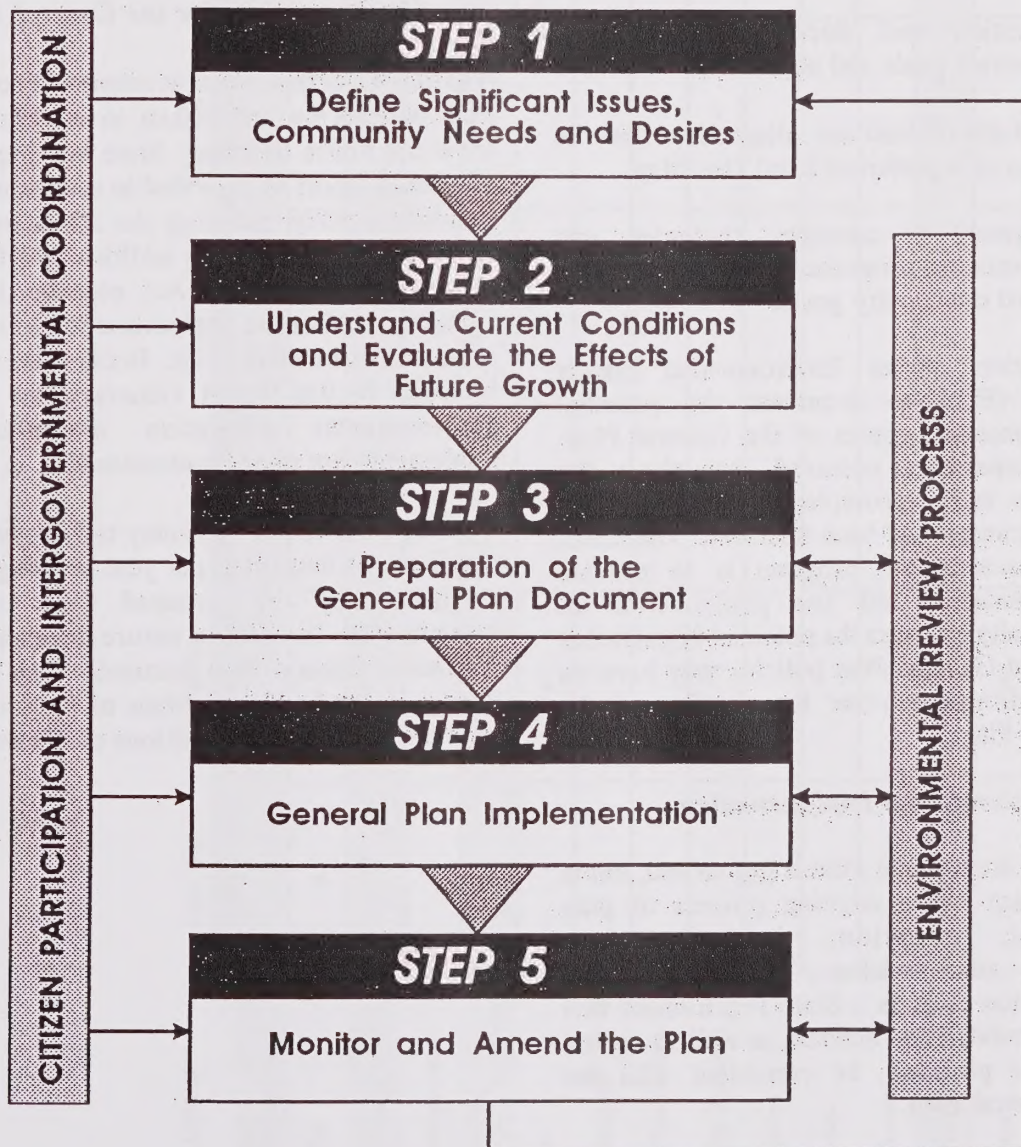
The Community Issues Report has been included as an appendix to the Hemet General Plan.

Understand Current Conditions and Evaluate the Effects of Future Growth

This step of the General Plan Program established the base line of information from which the ultimate development of General Plan policy was based. This research provided an understanding of the existing natural and man-made conditions within the community, their effect on the City's options for the future, and the natural and logical extent of the ultimate City limits. As part of the Hemet General Plan Program, an *Existing Setting Report* was completed to provide an in-depth analysis of the relevant factors which led to the development of the General Plan strategies to manage Hemet's future growth and change.

The Existing Setting Report has been included as an appendix to the Hemet General Plan.

Figure I-3
Hemet General Plan Process



Introduction

Preparation of the General Plan Document

Once the General Plan issues and existing setting have been identified, analyzed, and documented, the goals and strategies can be developed. During the Hemet General Plan Program the following integrated sub-tasks were undertaken to complete the General Plan document:

- ▶ Identification and documentation of the community's goals and objectives.
- ▶ An analysis of land use alternatives and the selection of a preferred Land Use Map.
- ▶ Development of concepts, strategies, and implementation programs necessary to attain the stated community goals.
- ▶ Preparation of an Environmental Impact Report (EIR) to document the potential environmental impacts of the General Plan. EIR preparation occurred throughout the program, and was completed after the General Plan document had been finalized. The EIR's importance in the program is to provide decisionmakers and the public with an opportunity to assess the potential impacts that proposed General Plan policies may have on the environment prior to adoption of the General Plan.

General Plan Implementation

Adoption of the General Plan is not an end, but is a critical step in an ongoing process of plan preparation, adoption, implementation, monitoring, and revision. Primary among implementation tools is a State requirement that zoning and subdivision actions, as well as capital improvement planning, be consistent with the adopted General Plan.

The Hemet General Plan provides the first step in this process by integrating an *Implementation Matrix* at the end of each chapter. This quick strategy reference guide helps those interpreting the Plan to have ready access to a summary of the responsibility, timing, and funding information for each strategy.

A second implementation tool unique to the Hemet General Plan is the *Development Review Checklist* provided in Chapter III. This comprehensive checklist provides an often overlooked method by which all development can be easily checked for consistency with policies contained in the General Plan.

Monitor and Revise the General Plan

It is important that constant monitoring of General Plan policies be undertaken to establish a clear basis for future updates. State law requires that an annual report be provided to each community's planning agency outlining the status of General Plan implementation. In addition, the California Environmental Quality Act requires that local agencies monitor the implementation of mitigation measures included in EIRs. Because the strategies included in the Hemet General Plan represent environmental mitigation measures, their implementation must be monitored.

By law, the General Plan may only be amended a maximum of four times per year (although several changes may be grouped into a single amendment). In order to ensure a compatible and consistent General Plan document, any proposed change in the Land Use Maps must be consistent with the criteria and conditions of the text.

Table I-1
Comparison of Hemet General Plan Issues to
Required General Plan Elements

PLANNING ISSUES	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Community Development							
Land Use	•				•		
Economic Development							
Economic Development	•						
Public Services & Facilities							
Traffic		•					
Drainage Facilities							•
Water Storage & Distribution				•			
Parks & Recreation Facilities					•		
Police Services							•
Fire Services							•
Sanitary Sewers	•						
Transportation							
Roadways		•					
Alternative Modes of Transportation		•					

Introduction

Table I-1
Comparison of Hemet General Plan Issues to
Required General Plan Elements

PLANNING ISSUES	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Health and Safety							
Geology and Seismicity							•
Noise						•	
Hazardous Materials							•
Emergency Services and Facilities							•
Airport Land Use Compatibility	•					•	•
Fire Hazards							•
Crime Prevention							•
Resource Management							
Air Quality				•			
Open Space	•			•	•		
Parks & Recreation					•		
Soil Conservation	•			•	•		
Agricultural Lands	•			•	•		
Water Resources				•			
Biological Resources				•	•		
Mineral Resources				•			

Table I-1
Comparison of Hemet General Plan Issues to
Required General Plan Elements

PLANNING ISSUES	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Historic Resources and Cultural Heritage				•			
Aesthetic Resources				•			
Circulation		•					
Housing							
Housing	•		•				

Introduction

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Hemet General Plan

PLANNING ISSUES	Community Development	Economic Development	Public Services and Facilities	Transportation	Health and Safety	Resource Management	Housing
Land Use							
Distribution of Housing, Business, Industry	•	•					•
Distribution of Open Space	•		•			•	
Distribution of Mineral Resources						•	
Distribution of Recreation Facilities	•		•			•	
Location of Educational Facilities	•		•				
Location of Public Buildings	•		•				
Location of Future Solid and Liquid Waste Facilities			•		•	•	
Identification of Areas Subject to Flooding			•		•		
Circulation							
Major Thoroughfares	•		•	•			
Transportation Routes	•		•	•			
Terminals			•	•			
Other Local Public Utilities and Facilities	•		•				

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Hemet General Plan

PLANNING ISSUES	Community Development	Economic Development	Public Services and Facilities	Transportation	Health and Safety	Resource Management	Housing
Housing							
Preservation of Housing							•
Maintenance of Housing							•
Improvement and Conservation of Housing							•
Development of Housing							•
Adequate Sites for Housing	•						•
Adequate Provision for Housing for Projected Needs							•
Promotion of Equal Housing Opportunities							•
Conservation							
Water			•			•	
Soils						•	
Rivers and Other Waters	•				•	•	
Wildlife						•	
Minerals						•	
Other Natural Resources	•					•	
Water Program						•	

Introduction

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Hemet General Plan

PLANNING ISSUES	Community Development	Economic Development	Public Services and Facilities	Transportation	Health and Safety	Resource Management	Housing
Reclamation of Land and Waters						•	
Prevention of Pollution of Streams and Other Waters					•	•	
Regulation of Land in Stream Channels	•						
Protection of Watersheds						•	
Flood Control	•		•		•		
Open Space							
Open Space for Preservation of Natural Resources	•					•	
Open Space for Managed Production of Resources	•					•	
Open Space for Outdoor Recreation	•		•			•	
Open Space for Public Health and Safety	•					•	
Trail-Oriented Recreational Uses			•				
Noise							
Major Noise Sources					•		
Existing and Projected Noise Contours					•		

Table I-2
Index to Location of State Mandated General Plan Issues
Within the Hemet General Plan

PLANNING ISSUES	Community Development	Economic Development	Public Services and Facilities	Transportation	Health and Safety	Resource Management	Housing
Determination of Noise Problems					•		
Noise Attenuation					•		
Safety							
Seismic Hazards					•		
Slope Instability and Mudslides					•	•	
Subsidence and Geologic Hazards					•	•	
Flooding					•		
Wildland and Urban Fires			•		•		
Evacuation Routes					•		
Water Supply Requirements			•			•	
Emergency Road Widths				•	•		
Clearance Around Structures					•		

1. INTRODUCTION

Community Development is a term used to describe a range of activities and services aimed at improving the quality of life in disadvantaged areas. It involves working with local people to identify their needs and to develop solutions to these needs. Community Development can take many forms, including housing, health, education, and employment. It is a process of empowerment, where people are encouraged to take control of their own lives and to improve their communities.

The following are some of the key areas of Community Development:

1. Housing
2. Health
3. Education
4. Employment
5. Social Services
6. Environmental Improvement
7. Community Improvement
8. Crime Prevention
9. Youth Services
10. Elderly Services
11. Disability Services
12. Family Services
13. Mental Health Services
14. Substance Abuse Services
15. Domestic Violence Services
16. Sexual Health Services
17. HIV/AIDS Services
18. Tuberculosis Services
19. Malaria Services
20. HIV/AIDS Services

2. THE COMMUNITY DEVELOPMENT PROCESS

The Community Development process is a continuous one, involving a range of activities and services aimed at improving the quality of life in disadvantaged areas. It involves working with local people to identify their needs and to develop solutions to these needs. Community Development can take many forms, including housing, health, education, and employment. It is a process of empowerment, where people are encouraged to take control of their own lives and to improve their communities.

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COMMUNITY DEVELOPMENT

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INTRODUCTION

Community Development consists of the organization of the City's physical environment into a logical, functional, and aesthetic pattern consistent with local social values. While the Community Development Element focuses on land use and social services, it is also a summary of the manner in which other General Plan issues will affect the arrangement and design of development within the City of Hemet's planning area.

The Community Development Element addresses the following issues:

1. Predominant Land Use Role
2. Community Character
3. Community Structure
4. General Plan Land Use Districts
5. Neighborhood Planning Areas
6. Regional Cooperation and Coordination
7. City Boundaries
8. School Facilities
9. General City Facilities
10. Library Facilities
11. Sewer Facilities
12. Social Services

1. PREDOMINANT LAND USE ROLE

Goal

An emphasis on the City of Hemet's traditional role as a community of choice for seasonal and permanent retirement living and as a subregional commercial and government center.

Issues

The three jurisdictions within the San Jacinto Valley (City of Hemet, City of San Jacinto, and unincorporated areas of Riverside County) have emphasized different mixes of land uses which, when combined into a larger perspective, create an interdependent balance. Taken as a whole, this valley represents a balanced community which serves to provide a wide range of housing opportunities, from entry level to large lot custom development; a range of population groups, including senior citizens and growing families; and an active job base from which all areas can draw.

Each governmental agency plays an important role in the valley's land use makeup. Although each area provides a range of housing, commercial, and other uses, the primary role fulfilled by each jurisdiction can be described as the following:

► Hemet

Subregional commercial
Retail services (banks and lending institutions)
Governmental services
Social services (particularly for seniors)
Retirement housing

Community Development

► San Jacinto

Entry level housing supply
Labor base
Industrial development

► Riverside County

Rural and suburban, as well as middle and upper end housing
Industrial development
Agricultural lands
Hillside and open space areas
Regional recreation

- ❑ Hemet's traditional focus has been a subregional center for commerce and social activity within the Hemet/San Jacinto Valley and a community of choice for seasonal and permanent retirement living. In addition, the City provides housing opportunities for young adults and family groups, as well as job opportunities within commercial, office, and industrial settings.

Concepts

- ❑ The primary concept for Hemet's predominant land use role is to recognize the City's traditional growth pattern, and to honor it. Although the City of Hemet supports the achievement of a balanced community, the City's General Plan is based on having that balance occur at the regional (valley) level. The Hemet General Plan's vision is for a regionally balanced community which features a continuation of traditional specialized and interdependent roles for the cities of Hemet and San Jacinto, along with adjacent unincorporated areas, within the valley's overall land use framework.

In this context, the City of Hemet would continue to fulfill the following primary roles:

► Subregional commercial center

- Retail services (banks and financial institutions)
- Government services
- Social services (particularly for seniors)
- Seasonal and permanent retirement housing

- ❑ The City recognizes that if it is to continue as a viable retirement community, Hemet must also continue to emphasize a clear, but secondary, role in the provision of housing opportunities for young adults and family groups, as well as job opportunities within commercial, office, and industrial settings.

Strategies

- (1) On the Hemet General Plan Land Use map, designate sufficient areas for commercial development throughout the City, including:
 - specific areas along the Florida Avenue commercial corridor for the provision of regional-scale commercial uses;
 - areas for the provision of retail and commercial services throughout the City; and
 - areas for the provision of professional and administrative offices which can provide needed services to Hemet residents and businesses, as well as provide local jobs.
- (2) Identify neighborhoods to be reserved for senior-oriented housing development, and require the provision of specific design features to mitigate potential impacts of family-oriented residential development on those senior-oriented neighborhoods.

A map of neighborhoods subject to this strategy is presented as Figure II-A-2 of this Element. Concepts and strategies related to the relationship between senior and family housing are presented in the Residential Development portion of the Community Structure section of this Element.

Given current growth trends in Southern California and the state of the area's agricultural economy, it is unlikely that Hemet will remain physically small or that agriculture will continue as a viable long-term enterprise. However, planned growth and the conversion of agricultural lands to rural and urban uses need not mean the end of Hemet's unique character. By defining the specific aspects of the community's character which are worthy of preservation, the General Plan can serve to protect the area's character, while permitting desirable forms of growth to occur.

- (3) Continue to emphasize the provision of social services and recreation facilities and activities for the elderly.
- (4) Ensure adequate areas on the Hemet General Plan Land Use map for the development of public uses.

Concepts

- ❑ Community character and design concepts center on defining the intangible sense of place and well-being which people perceive and desire in their community, and translating that sense into tangible ideas which can be incorporated into the built environment.
- ❑ The City of Hemet portrays a unique character as a small, friendly, and quiet retirement community nestled in a picturesque agricultural valley. Although it is unlikely that Hemet can remain physically small, the central community character premise of the Hemet General Plan is to retain the *character* and *desirable qualities* of a traditional small town, even if the City of Hemet will not, in fact, be a small town. The neighborhood concept embodied in this plan focuses emphasis on areas which are small enough in scale to achieve the character of "small town" through the integrity of individual neighborhoods.

2. COMMUNITY CHARACTER AND DESIGN

Goal

- ❑ Physical development and environmental management whose visual traits emphasize Hemet's unique identity and character.

Issues

- ❑ The preservation of Hemet's unique character, typified by its historic development as the center of commerce within a rural agriculture area, is an important, longstanding goal of the community. Many of the residents in the community would like their City to be remembered as a small, friendly retirement town nestled in a picturesque agricultural valley. The existing land use pattern (see Table II-A-1) reinforces lifestyle identification by dedicating only about 17 percent of the General Plan study area to urban uses.

Table II-A-1
Existing Land Use Types

Land Use Types by Acreage and Percent in District, 1988 Neighborhood District													
Land Use	North	Central	North-East	South-East	Santa Rosa	Domenigoni/ Diamond Valley	South-West	South-Central	Downtown	Florida	North-West	West	Total Sample
Vacant	804 32%	25 8%	1,241 46%	3,062 44.6%	6,017 78%	3,386 27%	1,200 37%	506 35%	14 5%	400 27.5%	737 37%	3,535 76%	20,927 45.9%
Agriculture	92 4%	0 0%	514 19%	2,744 39.9%	1,100 14%	8,902 71%	1,545 48%	0 0%	0 0%	197 14%	752 38%	753 16%	16,599 36.5%
Single Family	772 32%	56 19%	264 9%	788 11.5%	515 6%	333 3%	310 10%	560 38%	130 48%	31 2%	328 16%	320 7%	4,407 9%
Mobile Homes	438 18%	3 1%	595 21%	122 1.8%	0 0%	0 0%	78 2%	94 6%	1 1%	37 3%	72 4%	15 0.5%	1,455 3%
2-4 Family	20 1%	15 5%	18 1%	30 0.4%	0 0%	0 0%	0 0%	27 2%	14 5%	2 0.5%	0 0%	0 0%	126 0.3%
Multiple Family	83 4%	0.2 0%	22 1%	23 0.3%	0 0%	0 0%	30 1%	86 6%	3 1%	230 16%	31 2%	0 0%	508.2 1.1%
Commercial	146 6%	130 42%	50 2%	45 0.7%	0 0%	0 0%	4 0.5%	58 4%	39 14%	202 14%	62 3%	0 0%	736 1.6%
Industrial	19 1%	0 0%	0 0%	0 0%	0 0%	0 0%	7 0.5%	39 3%	0 0%	23 2%	0 0%	0 0%	88 0.2%
Public/Open Space	50 2%	78 25%	4 1%	57 0.8%	12 0.5%	0 0%	38 1%	95 6%	72 26%	293 21%	9 1%	5 0.5%	713 1.6%
Acres in District	2,424	307	2,708	6,871	7,644	12,621	3,212	1,465	273	1,415	1,991	4,628	45,559

Source: Planning Network, 1991.

Community Development

- Within the General Plan study area, several specific features combine to create the area's "small town character." Preservation of existing features which define community character and incorporation of the following features, where feasible, into future development within the General Plan study area is encouraged:
- ▶ a traditional grid street system with limited arterial highways wherein residences front on most streets and there is a noticeable lack of inward-looking subdivisions bounded by block walls;
 - ▶ residential streets lined with broad canopy trees where the sidewalk is placed inside the parkway to facilitate pedestrian circulation uninterrupted by driveway approaches, and which is physically separated from the vehicular portion of the roadway;
 - ▶ streets that are not dominated by garages because access to garages is provided through an alley system;
 - ▶ provision of multi-family living environments compatible with the scale and character of surrounding low density single family neighborhoods where architectural elevations and scale transition to the character established by the form and design features of the existing neighborhood, and through the development of several detached units on a larger lots within predominantly single family neighborhoods;
 - ▶ a well-defined urban area surrounded by rural residential uses;
 - ▶ elimination of conflicts between adjacent uses and the provision of clear buffers and transitions between dissimilar uses;
 - ▶ views of the surrounding steep, rocky hills, defining the extent of urban development;
 - ▶ conservation of natural hillsides and limitation of development within hillside areas to that which is consistent with their natural *character*;
 - ▶ preservation of significant environmental features, and incorporation of open spaces into the fabric of new developments;
 - ▶ preservation of significant community monuments such as the Ramona Bowl, railroad depot, Simpson Park, and Maze Stone Park;
 - ▶ protection of the *character* of other community monuments such as the Hemet Stock Farm and Park Hill;
 - ▶ large areas of citrus groves;
 - ▶ a generally low-profile form of development, punctuated by landmark structures at key locations (major intersections and commercial nodes);
 - ▶ traditional, rather than trendy architectural designs, and a paucity of "corporate chain" architecture;
 - ▶ architectural variety without creating visual chaos;
 - ▶ a clean, uncluttered look within commercial areas;
 - ▶ a lack of night lighting and existence of dark skies, enhancing the visibility of stars at night;
 - ▶ provision of gathering, meeting, and recreational places;
 - ▶ availability of nearby commercial services such as financial institutions and restaurants within individual neighborhood areas;

Community Development

- ▶ design of commercial facilities which facilitate rather than hinder pedestrian circulation within the center, as well as between the center and adjacent residential neighborhoods;
 - ▶ development designs which are structured so as to be easy for newcomers to find their way, and which become familiar, friendly places for long-time residents; and
 - ▶ development designs which enhance a feeling of being safe.
- ❑ A major determinant of Hemet's character is the ability to view mountains from nearly every location within the City. It is important that individual projects be reviewed for their potential impacts on mountain viewsheds. In addition, as development extends into hillside areas, the application of development designs which protect the natural character of the hillsides will be necessary.
- Concepts for protecting the natural character of hillside areas are presented in the General Plan Design Appendix.*
- ❑ The identification of individual neighborhood areas can also enhance the sense of place which local residents may feel about their community. However, when used as simply a temporary marketing tool for the initial sales of a development, such a concept lacks the sense of neighborhood permanence Hemet desires to create.
- ❑ After the initial new sales program, permanent identification of individual neighborhoods designed to be distinctive, yet understated in their design, can provide a sense of neighborhood identity. The use of landscape, fencing designs and enhanced pedestrian treatments at minor or secondary entrance points is encouraged over large, overstated entry monuments.
- ❑ Major entry points should be used only at entrances to a group of neighborhoods or at an identifiable district or master planned area. Such entrances in non-private projects should be designed to give a sense of arrival and/or reinforce neighborhood themes, yet not give the appearance of a "walled" or "gated" community.
- ❑ The City's recently adopted design criteria for scenic highways is a good example of signage theme development. Development of a community signing scheme for street corridors, public buildings and selected entrances to the community and its subcommunities would help promote civic pride and identify the City boundaries.
- ❑ It may also be possible to integrate such programs with County efforts to improve outlying unincorporated community areas and County recreational amenities. Community involvement through "Adopt a Sign" programs may also be a way in which the business community could participate in improving the aesthetics of the community.
- The implementation of an "Adopt a Sign" program is one innovative way to get the community involved in the establishment of an enhanced community identity. Local business and community groups donate time and effort to raise the funds to pay for a the construction of community entry signage and identification of special areas in exchange for City recognition.*

Strategies

- (1) Ensure that the design concepts discussed in the Community Development Element Concepts section are incorporated into the development review process.
- (2) Permit clustering of residential units where the following criteria are met:
 - ▶ The clustering of dwelling units is proposed pursuant to a specific plan (Government Code Section 65450), planned unit development, or similar mechanism.
 - ▶ The overall permitted density of the project area is not exceeded;
 - ▶ The resulting project will not require a greater level of public services and facilities than would an equivalent non-clustered project.
 - ▶ The result of clustering residential units is a more desirable and environmentally sensitive development plan which is consistent with the desired character of development, creates usable open space areas for the enjoyment of project residents, and which preserves significant environmental features.
 - ▶ The project development pattern maintains the desired traditional grid.
 - ▶ The net density of developed area and proposed lot sizes which result from clustering are compatible with surrounding areas.
- (3) Enhance pedestrian level activity within residential and commercial areas by utilizing the following techniques:
 - ▶ Discourage wide expanses of parking lot between the sidewalk and the front of commercial buildings or provide safe, easily identifiable pedestrian access through the parking lot from multiple access points.
- (4) Maintain a site plan review process which ensures that commercial facilities are oriented to the pedestrian by the incorporation of seating areas, courtyards, landscaping, and similar measures.
 - ▶ Provide pedestrian links between individual uses within individual centers, between centers, and along commercial corridors.
 - ▶ Utilize "street furniture" (planters, benches, drinking fountains, newspaper racks, bike racks, trash receptacles) within commercial areas to create and enhance urban open spaces within commercial areas and to emphasize appropriate architectural themes.
 - ▶ Design commercial buildings and projects so as to have a central plaza or main visual focus or feature which is oriented toward pedestrian and transit connections.
 - ▶ Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces.
 - ▶ Encourage commercial designs which provide clear pedestrian access to rights-of-way with a minimum of auto-pedestrian conflicts.
 - ▶ Uses within pedestrian spaces should contribute to a varied and lively streetscape.
 - ▶ Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
 - ▶ Encourage architectural styles which provide covered verandas and other similar pedestrian/building shade features for protection of the front of the commercial structures from the area's intense heat.

Community Development

- (5) During the development review process, ensure that surrounding natural hillsides, rock outcroppings, and air quality, as well as the linear open spaces along San Jacinto River and the Salt and Bautista Creeks are treated as valuable components of Hemet's identity and as being worthy of preservation.
- (6) Encourage a variety of residential development types which are compatible with surrounding neighborhoods and established neighborhood themes.
- (7) Require that commercial developments portray a precise concept for adequate signage; include provisions for sign placement and number, as well as sign scale in relationship to the building, landscaping and readability, as an integral part of the signage concept by incorporating the following standards into the design review process:
 - ▶ Ensure that signs are integrated into the overall site and architectural design theme of commercial developments.
 - ▶ Require that sign placement, heights, size, materials, proportions, and design within the commercial areas be consistent with the low-profile nature and scale of the community.
 - ▶ Avoid freestanding pole signs in favor of monument-type signs, wall signs, and/or secondary projecting signage.
- (8) Develop and implement a city signage program to promote City identity through the development and adoption of the following programs:
 - ▶ Expand upon the City's Scenic Highway Setback Manual to establish an entry monument program at major City entrance points.
 - ▶ Investigate the feasibility of establishing an "adopt a sign" program which incorporates City recognition of businesses and individuals who participate.

- ▶ Establish guidelines for the development of permanent neighborhood entry monuments, and require that such monuments be included in new development review.

3. COMMUNITY STRUCTURE

Goal

- To maintain the special character and identity of Hemet area as a collection of distinct districts with unique assets and traits, each contributing to the overall image of the community.

a. General

Issues

- Hemet's physical structure, and the design of individual developments has been based on accommodating automobile traffic, in some cases to the exclusion of other modes of transportation. As discussed in the Transportation Element, roadway construction alone cannot solve area circulation problems; the City of Hemet cannot build its way out of traffic congestion.

Thus, a comprehensive approach to area transportation is required. As a consequence, the Transportation Element attempts to both improve vehicular access and to enhance mobility for those who either do not have access to an automobile or who choose not to drive on certain trips. This entails a combination of roadway expansion, along with enhancement of alternative modes of transportation (i.e. bicycle, pedestrian, local transit). This comprehensive approach to transportation planning will significantly reduce vehicle miles travelled, and is also a fundamental part of Hemet's approach to air quality planning and implementation of the South Coast Air Quality Management Plan.

Community Development

❑ A major factor in the success of the General Plan's transportation program will be its coordination with the land use plan. Critical transportation/land use coordination issues include:

- ▶ achieving and maintaining an organization of land uses which integrates places of residence, retail commerce, daily service needs, work, education, and recreation; and
- ▶ creating pockets and corridors of higher intensity land uses which will form the basis for the establishment of a viable local transit system.

A detailed discussion of the General Plan's overall transportation concept is provided in the Transportation Element. Air quality management concepts and strategies are provided in the Resource Management Element.

Concepts

❑ The General Plan Land Use map reflects the need for coordination with transportation planning efforts in several ways. A transportation modeling effort was undertaken to determine the roadway needs that will be generated by buildout of the land use map. The primary finding of this modeling effort was that even though significant roadway improvements were possible and needed, roadway building alone would not provide adequate transportation within the study area. Consequently, the following land use concepts were incorporated into the General Plan and its land Use map:

- ▶ Significant land areas have been reserved for industrial uses and employment opportunities within the City so as to reduce the number of long distance automobile commutes out of the City. If successful, this could result in reduced traffic on major roadways throughout the City. In addition, the City will maintain an active program of recruiting industrial firms to move into Hemet.
- ▶ The General Plan Land Use Map establishes a system of commercial nodes on a minimum one mile grid. This node system will provide adequate neighborhood commercial services to area residents without requiring long distance drives. As part of the commercial nodes, development of higher density multi-family housing is proposed. The establishment of pedestrian links between commercial uses within these nodes and adjacent residential development can reduce the number of vehicle trips.
- ▶ The location of these commercial/high density residential nodes; industrial uses; and other major uses such as the Hemet Valley Hospital, Civic Center, Hemet-Ryan airport, and the proposed Metrolink commuter rail station will create the potential for establishing a local transit system based on serving the Florida Avenue, Stetson Avenue, Warren Road, State Street, and San Jacinto Street corridors.
- ▶ Concepts and strategies related to commercial development also incorporate an emphasis on pedestrian orientation.

Strategies

- (1) Maintain a General Plan Land Use Map and General Plan concepts and strategies which work to integrate complementary land uses and to minimize the number of vehicle miles travelled within the General Plan study area.

Community Development

(2) Maintain locational and development standards for higher density development to:

- ▶ locate projects along major thoroughfares;
- ▶ enhance pedestrian and vehicular access;
- ▶ create appropriate buffers between the higher density and adjacent lower density uses;
- ▶ enhance the area's visual quality;
- ▶ facilitate the upgrade of public facilities; and
- ▶ establish pedestrian links to local transit facilities and commercial uses.

b. Residential Development

Issues

- ❑ Traditionally, residential neighborhoods within Hemet were constructed with a grid circulation pattern which was designed to distribute traffic evenly throughout the City. Thus, a distinction was not made between local and collector streets; dwelling units fronted on all streets. As a result, Hemet's residential areas developed without the block walls that plague other communities. The result is a "quaint" traditional character to the community's residential neighborhoods.
- ❑ At the same time, much of the valley area was divided into 10 and 20 acre parcels. Traditional subdivision patterns obscured the separation between individual residential developments; thus these individual developments easily coalesced into larger neighborhood entities.
- ❑ More recently, subdivision design has emphasized preventing through traffic from entering individual neighborhoods. This land use organization contributed to a

predominance of small single family subdivisions which are oriented to the interior of each project, creating what is referred to as the "walled community." This more recent subdivision design is most often poorly coordinated between projects, and hinders the establishment of cohesive neighborhood areas and efficient circulation.

- ❑ In the late 1970s, large-scale master planned projects such as Terra Linda and the Page Ranch Planned Community Development were set up to create a reorganization of neighborhoods into larger, more identifiable components. The drawback to some of these large-scale developments was that design attempts focused again on creating an interior facing community. Some master planned communities merely represented a large collection of disjointed, inward-oriented residential projects, foregoing the primary advantages of master planning – the ability to create cohesiveness among constituent development increments.

- ❑ Much multi-family development within the study area has been generally located within older single family residential neighborhoods as an incentive technique to transition older neighborhoods to newer development. The distribution of projects throughout the City has caused problems in land use compatibility. New multi-family projects need to be designed with sensitivity to transition in scale, neighborhood architectural character and color with respect to existing single-family development.

Senior/Family-Oriented Development

- ❑ The historic development of the Hemet community has created a mix of residential land uses to fit the needs of three general groups of residents. These groups include senior citizens who now reside in the west-central portion of the City, young families who recently moved to the outer edges of the City and to the unincorporated

portions of the study area, and residents who enjoy a rural lifestyle in the outlying portions of the study area. The coordination, separation, transition, and buffering between these uses has been identified as a major land use issue.

- ❑ During the neighborhood meetings which were held as part of the General Plan update, many seniors expressed a preference of living within senior-only neighborhoods. Many other seniors expressed a preference for living within mixed senior-family neighborhoods.

Concepts

- ❑ The size of single family residential lots should be large enough to accommodate the daily home-based activities of projected residents. As a result, single family residential developments designed for families should have larger lots than developments designed for seniors. Such differentiation is desirable in that children within family developments require play areas while senior developments should emphasize ease of maintenance and convenient RV parking.
- ❑ In general, a 7,200 square foot minimum will be maintained for single family lots designed for family housing. In certain master planned developments, this minimum may be reduced if the project is designed to provide significant active open spaces and play areas which take the place of lands lost within individual lots.
- ❑ Recognizing the need for higher-density housing, the Hemet General Plan provides opportunities for the development of multi-family developments in and around designated commercial nodes and other appropriate areas. The combination of commercial and high-density development at each node emphasizes clustering high-density uses near service commercial uses to establish a pedestrian-oriented environment, thus reducing the number of daily trips on local roadways. Such a land use pattern also reinforces the City's commitment to serve the

senior citizen population by locating rental units closer to necessary services.

- ❑ Since much of what has been designated as new multi-family development on the General Plan Land Use Map occurs in areas occupied by existing older single family residential development, the implementation of infill concepts which ensure compatibility of multi-family uses with the low density character of the neighborhood will be necessary. Traditionally, this has been accomplished within Hemet through the use of duplex units and detached units at the rear of larger lots.

Senior/Family-Oriented Development

- ❑ Consistent with the City's primary function as a retirement community, the City's vision is to provide seniors with a choice of senior-only and family oriented neighborhoods. In this concept, certain areas of the City which are now predominantly populated by seniors would be reserved for the development of age-restricted neighborhoods. Within these areas, non-age restricted development would be permitted only if designed so as to be compatible with the predominantly senior character of the area.

Examples of infill concepts are included in the General Plan Design Appendix.

Strategies

- (1) Revise zoning standards to facilitate development of two or more detached dwellings on a single lot where such a design can provide for higher density housing in a manner that is compatible with the low density character and scale of the surrounding neighborhood.

Community Development

(2) Prior to the submittal of proposed development within the Senior Residential Overlay District (see Figure II-A-1), require that each proposed project complete a study detailing:

- ▶ the location and population of existing senior projects (which meet the criteria set out in Table II-A-1) in relationship to the proposed project;
- ▶ the location of local senior activity centers along with a summary of senior programs offered; and
- ▶ evidence which indicates that the proposed project will enhance and not detract from efforts to create pedestrian linkages between senior neighborhood and local commercial and cultural activity centers, senior recreation areas, and transportation systems.

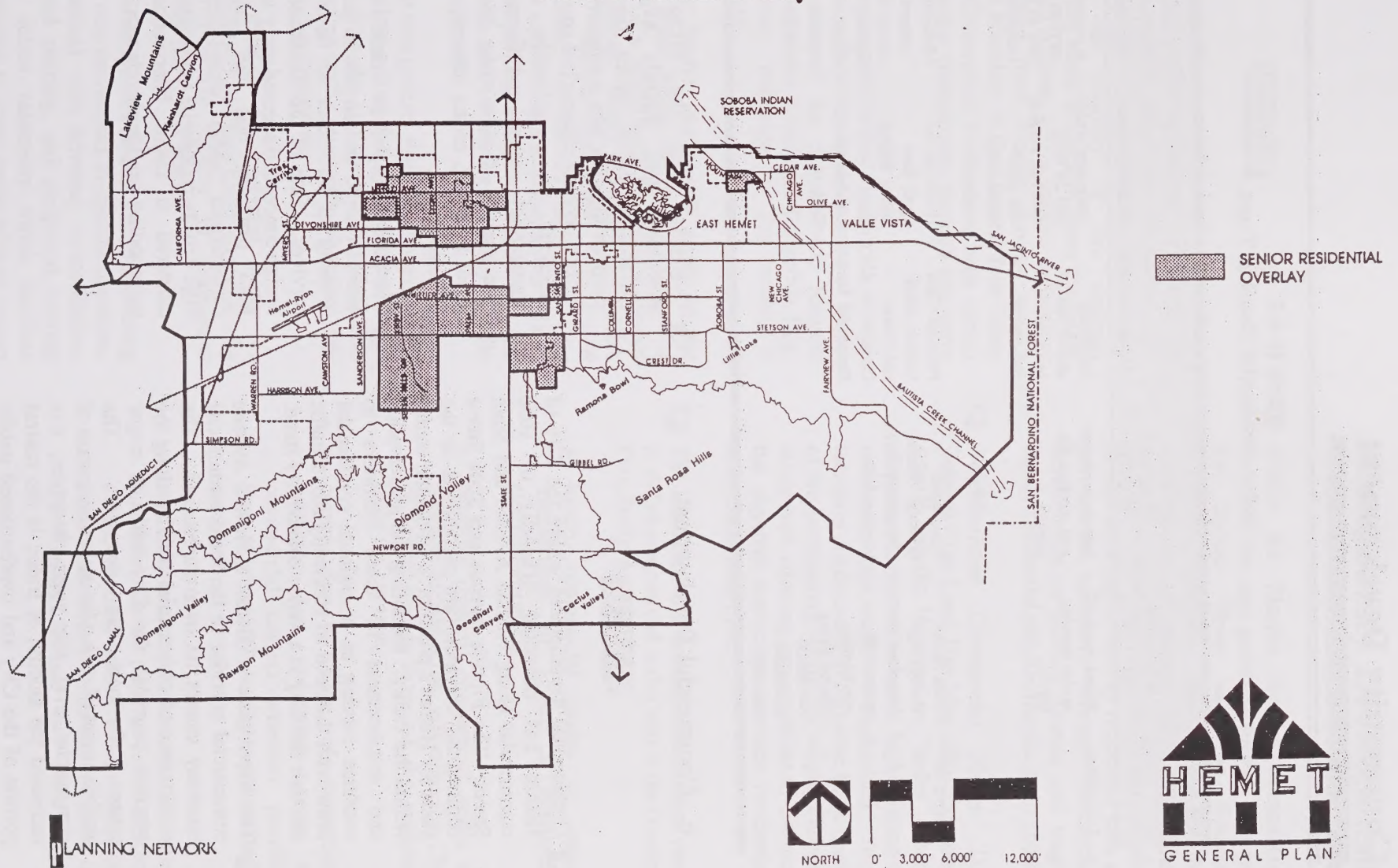
(3) Prior to the approval of proposed non-senior development within the Senior Residential Overlay District, require that the following findings be made:

- ▶ appropriate buffer and transition concepts as suggested in the General Plan and Zoning Ordinances have been integrated into the project design;
- ▶ it has been demonstrated that the proposed project promotes pedestrian linkages to local commercial, recreation and transportation facilities; and
- ▶ the proposed project promotes the inherent safety of residents within adjacent senior developments.

Specific programs to encourage the development of senior housing are provided in the Housing Element.

(4) Integrate new multi-family projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale, neighborhood architectural character, and color; utilize multi-family development as a transition from commercial to single family uses where appropriate.

Figure II-A-1
Senior Residential Overlay



Community Development

Table II-A-2
Senior Residential Housing Types

	Independent Living	Congregate Housing	Assisted Living	Nursing Homes	Continuing Care Retirement Communities
Description	Broad range of senior housing types.	Integrates shelter and services for seniors.	Integrates shelter and 24 hour services for seniors.	Integrates shelter and 24 hour medical, nursing and rehab services for seniors.	A complex offering services from all four of the preceding categories.
Examples	Own Home; Co-op; Age integrated and segregated apartments; Shared living (economic assistance needed)	Congregate housing; Shared living (supportive help needed)	Personal Care homes; Adult and Foster Care; Board and Care	Home for the aged; Rest home; Skilled care; Intermediate Care	Multi-building "campus" developments; Single building with care components in separate wings or on separate floors.

c. Commercial Development

Issues

- ❑ Commercial development within the City of Hemet has consisted primarily of strip commercial along Florida Avenue and State Street. The Florida Avenue and State Street commercial corridors are recognized as the basis for Hemet's position as a regional center within the valley. Balancing the preservation and enhancement of these corridors to continue serving as a regional commercial draw with the need to efficiently move traffic through the City is a major community issue.
- ❑ The importance of Hemet's Florida Avenue commercial corridor to the local commercial economy cannot be over-emphasized. The continuance of commercial activity along the corridor provides the City with its major source of local tax revenue. The establishment of such a linear concentration of commercial over the years, however, has increased the amount of traffic in the central portion of the City and overburdened public streets and infrastructure.

- ❑ Currently, with the exception of the downtown area, Florida Avenue has no discernable theme which ties its various portions together into a cohesive entity. The Florida Avenue commercial corridor typically functions as a collection of unrelated commercial centers and freestanding uses. The variety of uses along Florida Avenue does, however, create interest, and needs to be encouraged.
- ❑ The corridor aspect of Hemet's structure was also felt to be undesirable to many residents wishing to be closer to basic commercial services. One of the fundamental land use design concepts discussed early in the General Plan program was the designation of concentrated "nodes" where commercial and high density residential development would be clustered at major intersections to serve surrounding neighborhoods more efficiently.

Concepts

- ❑ Three types of commercial development have been designated on the General Plan Land Use Map: corridors, neighborhood nodes, and regional nodes. Commercial corridors which provide the majority of the regional commercial needs are located along the length of Florida Avenue, and a smaller strip along State Street from Florida Avenue to the northern boundary of the General Plan Study Area. Commercial Nodes have been spread out at major intersections through the study area.
- ❑ New development within the Florida Avenue corridor needs to emphasize a sense of place. Continuation of the characteristic features which make the downtown distinctive (e.g. palm trees, buildings at the street) is encouraged.
- ❑ **Corridor Study:** An overall study of the specific issues facing the physical design of each corridor would be an appropriate concept to be explored. Such a study should establish specific design guidelines for new development, provide an analysis of the potential opportunities and constraints related to shared parking and reciprocal access, and incorporate the following potential traffic improvements:
 - ▶ right turn pockets at strategic intersections to allow a free flow of traffic both onto and from the commercial corridor, thus directing traffic in specific directions and reducing congestion;
 - ▶ consolidation of driveways along the corridors to decrease traffic congestion by restricting the number of automotive ingress and egress points;
 - ▶ introduction of a median island restricting left turn movements to specific locations, combined with driveway consolidation, shared parking, and reciprocal parking and access easements which facilitate circulation to occur onsite without impact to the street system.
- ❑ Within the Florida Avenue commercial corridor, the area generally located between San Jacinto Street and the Ramona Expressway provides opportunities for the development of mixed use, commercial/residential development, focusing on the provision of higher density residential uses as part of the transition between commercial development on Florida Avenue and single family residential neighborhoods to the south.
- ❑ **Neighborhood Commercial Nodes:** The General Plan Land Use Map also designates several specific locations or "nodes" where clusters of commercial and higher-intensity residential uses would be emphasized. Such locations are intended to serve the basic needs of the surrounding residential neighborhoods, along with allowing opportunities to enhance the physical connection between residential and commercial uses.
- ❑ The locational and development criteria used to define commercial nodes within the General Plan Study Area include:
 - ▶ locate commercial nodes at major intersections to ensure a functional circulation system;
 - ▶ establish regional commercial nodes at strategic locations that will offer the City an advantageous share of the regional sales tax revenue;
 - ▶ ensure the provision of convenient vehicular and pedestrian access to commercial centers wherever possible from adjacent high-density residential land uses; and
 - ▶ establish commercial nodes on a minimum one mile interval basis to serve adjacent neighborhoods, reduce vehicle shopping trips from areas outside the influence of the Florida Avenue and State Street

Community Development

commercial corridors, and to avoid creating such a large number of nodes that their long-term viability could be jeopardized.

- ❑ The Hemet General Plan Land Use map identifies two types of commercial development: neighborhood nodes, and regional nodes. These are located as follows:

Neighborhood Nodes

- ▶ Sanderson Avenue at Esplanade Avenue
- ▶ Lyon Avenue north of Menlo Avenue
- ▶ Menlo Avenue at Kirby Street, State Street, and at San Jacinto Street; and
- ▶ Stetson Avenue at Sanderson Avenue, Lyon Avenue, and at State Street.

Regional Nodes

- ▶ Ramona Expressway at Soboba Street;
- ▶ Florida Avenue at the western entry into the General Plan study area, Warren Avenue (regional commercial), Sanderson Avenue (regional commercial), State Street, and at the Ramona Expressway; and
- ▶ Simpson Road at New Warren Avenue and at Lyon Avenue.

Strategies

- (1) As part of the development review process, encourage consolidation of driveway access points along Florida Avenue and State Street.
- (2) Encourage the provision of reciprocal access agreements where such agreements will facilitate minimizing driveway access along commercial corridors and within commercial nodes.

- (3) Prepare comprehensive commercial corridor studies along Florida Avenue and State Street which emphasize economic, circulation and urban design concepts discussed in the General Plan.
- (4) Cluster commercial development and support the development of specialty clusters of related and mutually supportive commercial/residential activities in appropriate locations.

d. Industrial Development

Issues

- ❑ Two areas within the General Plan study area provide significant opportunities for industrial job creation. These include the area surrounding Hemet-Ryan Airport and the areas along State Street between Esplanade and Oakland.

Concepts

- ❑ The area surrounding Hemet-Ryan Airport provides the best opportunity for future industrial development within the Hemet General Plan study area, and has been so designated on the General Plan Land Use map. The area is suitable for a wide range of industrial uses, particularly those which could benefit from close proximity to the airport. An aggressive approach to providing the public facilities required to support industrial development is required if this area is to realize its potential for job creation.
- ❑ The second industrial area within the Hemet General Plan study area is along State Street, north of Oakland to Esplanade. This area is characterized by a mix of land uses and parcel sizes. Because of the proximity of residential land uses, industrial development within this area will need to exhibit sensitivity to nearby residences.

Strategies

- (1) Work with Riverside County to prepare a plan for the provision of the infrastructure needed to facilitate industrial development in the area surrounding Hemet-Ryan Airport.

Within the industrial area surrounding the airport, focus on attraction of warehouse and distribution, light industrial, and assembly uses.

- (2) Within the North Hemet industrial area, focus on attraction of light industrial and service uses, as well as the development of business parks, providing a mix of light industrial, office, and commercial support uses.

e. Buffers, Transitions, and Linkages Between Land Uses

Issues

- As land uses within the urban portions of the City of Hemet and adjacent unincorporated areas extend toward the outlying undeveloped and rural areas within the Valley, an urban/rural boundary is established. In the past, the location of this boundary has been fluid, creating consternation for both development interests and rural residents, as well as for the City and County in reviewing land use proposals. A major issue in updating the Hemet General Plan has been to clearly define and stabilize the planned boundary between urban and rural uses.

- Another major issue is the manner in which land uses are designed along the boundary between urban and rural uses. Because past boundaries between urban and rural uses have been fluid, sufficient attention to designing appropriate buffers and transitional uses was sometimes lacking. Techniques to establish buffers and transitional areas between these

uses will be necessary to establish recognizable and stable transitions from urban development to lower, more rural residential densities.

- In assessing rural land use patterns, it became apparent that new land use districts will be needed to clearly define City expectations and commitments regarding future development. In other areas, land use districts will need to take into consideration significant land use changes which have occurred in the study area over the last several years, and anticipate future community needs. Certain land use districts will also need to have an inherent flexibility to allow for new, innovative design concepts, yet be sufficiently clear and concise to set an intelligible policy direction for future land use in the valley.

- According to farmers in the Hemet area, commercial agriculture may only be economically feasible for the next five to seven years if problems related to drought, vandalism, and pollution continue. Urban and rural residential encroachment into agricultural areas may speed the transition of outlying farms, as agricultural operations often create nuisance problems not mitigable through standard means. The City's position has been that a logical transition of agricultural lands to urban uses and rural residential development should be considered, as long as existing farms are maintained in agricultural use until such time as farming becomes infeasible, and as long as such conversion does not impact the commercial viability of other farms whose owners wish to continue in agriculture.

- Because of the wide range of land uses proposed within the Hemet General Plan Study area, it is inevitable that boundaries will be created between dissimilar and potentially conflicting land uses. In such cases, the provision of adequate buffers and land use transitions will be necessary to avoid potential land use conflicts.

Community Development

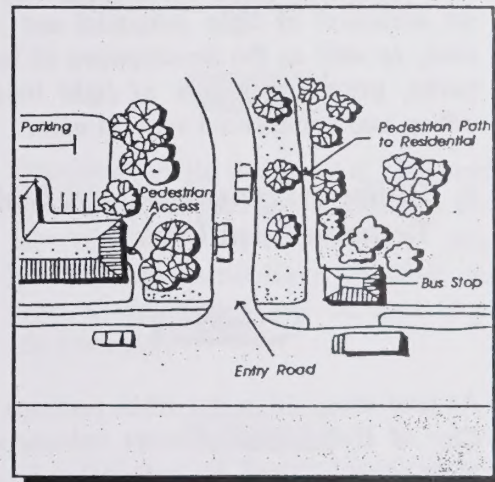
- As described in the Commercial Development portion of this section, a series of commercial nodes will be developed as a means of distributing commercial land uses throughout the study area. Key to the commercial nodes is the concept of locating multi-family development adjacent to the commercial uses. In doing so, it is important to provide residents with the choice of either walking or driving to adjacent commercial centers and to avoid traditional commercial site designs which preclude pedestrian access from adjacent lands.

Concepts

- The General Plan Land Use map clearly identifies the proposed locations for urban and rural uses within the study area. Where urban and rural uses will be adjacent to each other, land use transitions and buffers will be employed to soften the edges created by these two different land use types. The General Plan Land Use map identifies several specific (although not all) locations for these buffers and transitions.
- In general, land use transition and buffer areas are "anchored" along major physical features, such as flood control channels, particularly along channels which can be utilized to leverage recreational open spaces alongside. One such example is the proposed Salt Creek channel in the Diamond Valley area.
- Another important concept is that the edge of urban development areas be designed so as to respect rural lifestyles. This consists of development designs which discourage the flow of urban traffic through the rural area. In addition, the size and design of urban residential parcels along the rural edge should be identical in size and character to developed parcels on the edge of the rural neighborhood; therefore, urban character occurs within the area designated for urban use beyond the edge, and not immediately at the rural-urban edge.

Examples of transition techniques are provided in the General Plan Design Appendix.

- Pedestrian connections should be provided between commercial centers and adjacent residential land uses, providing residents with a choice of either walking or driving to the center.



Strategies

- Require the use of transition and buffer concepts where one or more of the following situations exist:
 - the General Plan Land Use Map indicates the need for transitions and buffer areas;
 - the establishment of an urban/rural boundary is necessary to protect the character of existing rural development from encroachment by urban uses; and/or
 - such concepts are necessary for the protection of sensitive environmental resources (see also Resource Management Element).

f. Master Planned Development

Issues

- ❑ The use of Specific Plans and Planned Developments to set forth policies and standards for design has been supported as the primary tool to achieve quality design. In many cases, the traditional development planning and review process cannot respond to the unique challenges of specific issues within the community. Thus, a comprehensive program from which innovative designs can be derived needs to be established.

Concepts

- ❑ The use of a comprehensive master plan process provides both the City of Hemet and a prospective developer with the opportunity to establish specialized specifications and implementation programs tailored to the unique characteristics of a particular site.
- ❑ Master plans also help implement the General Plan by:
 - ▶ eliminating incremental development through the consolidation of small parcels into an overall cohesive project design;
 - ▶ reducing the cost of capital facilities and public infrastructure improvements by eliminating uncertainties as to future utility, transportation and school capacities;
 - ▶ protecting sensitive environmental resources;
 - ▶ providing flexibility in standards and design to meet the needs of a variety of socio-economic groups;
 - ▶ facilitating community traffic and pedestrian circulation; and

- ▶ implementing General Plan goals, concepts and strategies for an identified area of the community.

Master plans can be especially effective for sites with major environmental, public service, or fiscal constraints. Density which may be lost to the preservation of natural open space may be transferred to other areas in the plan where service and transportation needs may be handled more efficiently. Since master plans generally cover larger areas, the opportunity to finance needed community facilities such as major flood control improvements, recreation areas, and major roadways is much enhanced.

- ❑ Master planning allows the City to decide on a specific and comprehensive land use pattern well in advance of development, rather than debating development issues on a site-by-site basis. Such a process is advantageous to developers, since the size and location of capital facilities will have been decided up-front, thereby reducing unexpected future costs.
- ❑ The ability to implement innovative resource conservation and recovery programs is also a major advantage derived from the use of the master plan as a General Plan implementation tool. Community service centers which include commercial shopping, high density residential, schools, churches, and recreation facilities can be centralized in commercial/high density residential nodes, and tied to surrounding residential areas by pedestrian and bike trails to reduce auto related trips (see also the Commercial Development section which follows). Specialized water, energy and communication systems can be easily and relatively inexpensively incorporated into initial infrastructure improvements to enhance the living environment and save energy resources.

Community Development

❑ Several master plans are proposed within the General Plan study area. These include:

- ▶ Hemet Stock Farm (North Hemet)
- ▶ West Valley High School (Central Hemet)
- ▶ Farmers' Fair (Downtown, Florida Avenue)
- ▶ Domenigoni Reservoir (Domenigoni/Diamond Valley)
- ▶ Northwest Specific Plan (Northwest Hemet)
- ▶ Southwest Specific Plan (Southwest Hemet)
- ▶ Northeast Specific Plan (Northeast Hemet)
- ▶ Reinhardt Canyon Specific Plan (West Hemet)

Development Concepts for each of the above cited master plan areas is provided within the individual Neighborhood Planning Area sections in this element.

❑ Existing and proposed specific plans are described in Table II-A-3.

Strategies

(1) Require the use of master plan concepts in areas for which one or more of the following findings can be made:

- ▶ master plan concepts are required on the General Plan Land Use Map or within the text of the General Plan;

▶ the use of a master plan would eliminate incremental development in the area through consolidation of parcels into an overall cohesive project design;

▶ master planning would reduce the cost of capital facilities and public infrastructure improvements by reducing future infrastructure uncertainties;

▶ the provision of flexibility in design standards is necessary to protect sensitive environmental resources; or

▶ implementation of the general plan goals, concepts and strategies would be better served through the master plan process.

Community Development

Table II-A-3
Major Planned Projects

Name (Neighborhood Area)	Acres	Residential Dwellings	Commercial Industrial	Approval Status
Specific Plans				
Heartland Village (West Hemet)	648.89	1,434 du	37.78 ac	Approved 1990
Stoney Mountain Ranch (Northwest Hemet)	237.00	425 du	NA	Approved 1989
City Sponsored (east of California Avenue between Florida and Devonshire within West Hemet)	208.42			Approved 1988
Mc Sweeny Farms East (Domenigoni/Diamond Valley)	629.00	2,492 du		Pending
Mesa Grande* (Santa Rosa)	400.00	201 du	NA	Approved
Planned Community Developments				
Page Ranch (Domenigoni/Diamond Valley)	1,210.00	5,400 du		Approved 1980
Seven Hills (Southwest Hemet)	239.00	1,550 du		Approved Pre-1970
Terra Linda (Southwest Hemet)	293.00	1,589 du		Approved 1979
Commercial Specific Plans				
Hemet Marketplace (Florida Avenue)	68.33	NA	49.22 ac Commercial 12.19 ac Industrial	Approved 1990
Hemet Auto Mall (Florida Avenue)	80.00	NA	79.00 ac Comm/Auto 1.0 ac Restaurant	Approved 1988
Future Specific Plan Areas				
Farmers' Fair (Downtown, Florida Avenue)				Future
Domenigoni Reservoir (Domenigoni/Diamond Valley)				Future
Northwest Specific Plan (Northwest)				Future
Southwest Specific Plan (Southwest)				Future
Northeast Specific Plan (Northeast Hemet)				Future

Community Development

Table II-A-3
Major Planned Projects

Name (Neighborhood Area)	Acres	Residential Dwellings	Commercial Industrial	Approval Status
Reinhardt Canyon Specific Plan (West Hemet)				Future

* Project located outside City limits.

4. GENERAL PLAN LAND USE DISTRICTS

a. Residential Districts

☐ Hillside [H]

General Plan Concept: The primary purpose of areas designated Hillside is to preserve the natural character of hillsides within the study area. In order to provide an economic use to properties within the Hillside designation, the representative form of development would be single family homes placed in a manner which respects the topographic constraints. There will be an inverse relationship between lot size and severity or slope, i.e., the steeper the slope, the larger the lot.

Maximum Land Use Intensity: Variable based on topography.

Anticipated Maximum Population Intensity: 150 persons per square mile.

☐ Rural Residential [RR]

General Plan Concept: The primary purpose of areas designated Rural Residential is to reserve areas for the pursuit and protection of rural lifestyles and the character of existing rural communities. This designation may also be integrated into areas needing a transition between urban and rural land use designations, or where a more intensive form

of residential development would be inappropriate because of topographic, geologic, or public service constraints.

Within Rural Residential lands, the representative form of development would be single family homes on lots that range from one-half acre to ten acres and larger. Within Rural Residential lands that are situated in hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged to the extent that such techniques are compatible with the overall rural character desired for the area.

In addition to single family dwellings, Rural Residential lands may be characterized by the existence of commercial agricultural operations and the keeping of farm animals on residential lots, as well as by accessory structures.

Maximum Land Use Intensity: In response to specific planning concerns within various portions of the study area, the General Plan land use map includes five Rural Residential designations whose intensities are designated as follows:

- ▶ [RR-10] 1 du/10 ac
- ▶ [RR-5] 1 du/5 ac
- ▶ [RR-2.5] 1 du/2.5 ac

- ▶ [RR-1] 1 du/ac
- ▶ [RR-0.5] 2 du/ac

Anticipated Maximum Population Intensity:

- ▶ [RR-10] 224 persons per square mile
- ▶ [RR-5] 448 persons per square mile
- ▶ [RR-2.5] 896 persons per square mile
- ▶ [RR-1] 2,240 persons per square mile
- ▶ [RR-0.5] 4,480 persons per square mile

❑ Residential I [R-I]

General Plan Concept: The Residential I land use category makes up the majority of the urban residential portion of the Hemet General Plan study area. These areas are typified by traditional subdivisions, planned residential developments, mobile home subdivisions and parks, and low density senior citizen projects.

Maximum Land Use Intensity: 7 du/ac.

Anticipated Maximum Population Intensity:
21 persons per acre.

❑ Residential II [R-II]

General Plan Concept: This designation is typified by patio homes, manufactured housing, duplexes, and townhouses. Since the General Plan Land Use Map designates density rather than specific housing types, a mixture of single family dwellings and apartment units could also be permitted within a proposed development if Residential II density limits for the project as a whole were not exceeded and a determination was made by the City that the proposed dwelling unit mix will be compatible with surrounding lands.

Residential II lands are generally (although not exclusively) located at the edges of single-family neighborhoods, and are often planned as a transition between higher intensity uses (e.g. commercial centers, apartment complexes) and Residential I neighborhoods.

Land Use Intensity: 7 to 17 du/ac.

Anticipated Maximum Population Intensity:
45 persons per acre.

❑ Residential III [R-III]

General Plan Concept: This land use category is typified by condominiums and apartments with surface parking, although parking structures may be constructed as a means of providing a greater amount of open space than would otherwise be possible. Residential III designations are proposed primarily along major streets and near major activity centers.

Maximum Land Use Intensity: 17 to 25 du/ac.

Anticipated Maximum Population Intensity:
50 persons per acre.

❑ Residential IV [R-IV]

General Plan Concept: This land use designation is typified by multi-story condominiums and apartments with either surface or structured parking. Residential IV areas are typically found along or near major transportation corridors within walking distance of commercial centers and transit services.

Maximum Land Use Intensity: 25 to 40 du/ac

Anticipated Maximum Population Intensity:
60 persons per acre

Community Development

■ Senior Residential Overlay

General Plan Concept: The primary purpose of lands within the Senior Residential Overlay designation is to protect existing senior-oriented neighborhoods from encroachment by non-senior development and to preserve the existing physical relationship between senior developments and needed commercial and social services. This designation is typically found within walking distance of transit services, major transportation routes, and shopping centers (see Figure II-A-1).

As depicted on the General Plan Land Use Map, this overlay area includes characteristic senior development of various densities and dwelling types (see Table II-A-2). Although projects which are not specifically designed for seniors may be permitted, they must be designed in a such a manner as to not impact surrounding senior neighborhoods.

Maximum Land Use Intensity: The maximum intensity of lands within this overlay designation shall be per the underlying General Plan designation; provided, however, that projects designed for the exclusive use of seniors shall be eligible for a 25 percent density bonus.

Anticipated Maximum Population Intensity: The maximum anticipated population intensity will be the same as for the underlying General Plan designations, plus any applicable density bonus.

b. Commercial Districts

■ Regional Commercial [RC]

General Plan Concept: Lands with the Regional Commercial designation are anticipated to have the most intensive and broadly mixed retail concentrations within the General Plan study area. The representative development form within this designation is a

retail center which is anchored by one or more major tenants other than a supermarket, and which draws from a regional, rather than local, market. Consequently, this designation has been limited to Florida Avenue due to its function of carrying significant traffic into and from the City.

Existing Regional Commercial areas within the City of Hemet include the Hemet Valley Mall and the Hemet Auto Center. The primary General Plan concept for regional commercial uses is to provide for expansion of the Hemet Valley Mall, and to focus a second regional commercial concentration at the Florida Avenue - Warren Road intersection, including the Hemet Auto Center at the southeast corner. Regional commercial uses in the northern quadrant of the intersection would be designed as part of the specific plan proposed for those lands.

Maximum Land Use Intensity: Lot coverage $\leq 40\%$; Floor Area Ratio ≤ 0.40 .

■ Commercial [C]

General Plan Concept: The primary purpose of areas designated Commercial is to provide appropriately located areas for the general shopping and commercial service needs of area residents and workers. Within the Commercial designation, and subject to applicable General Plan policies and Hemet ordinance provisions, appropriate land uses include a broad range of commercial retail and service uses. Typical uses include general retail, markets, commercial services, restaurants, automotive repair and service, hardware and home improvement centers, commercial recreation, professional and business offices, financial institutions, and automotive sales.

Maximum Land Use Intensity: Lot coverage $\leq 40\%$; Floor Area Ratio ≤ 0.40 .

☐ Office [O]

General Plan Concept: The primary allowed uses in this category are business, professional and medical offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development within this designation should be of an intensity which is compatible with surrounding uses.

Maximum Land Use Intensity: Lot coverage $\leq 40\%$; Floor Area Ratio ≤ 0.50 .

☐ Downtown Office/Residential Mixed Use Overlay

General Plan Concept: The area between the Hemet Valley Hospital and the Hemet Civic Center is primarily intended for medical professional uses related to Hemet Valley Hospital. Primary uses within this designation are those which would typically be found within the Office designation. In addition, as a means of providing the opportunity for workers at the Hemet Valley Hospital and adjacent medical offices to live close to their work place, as well affordable housing opportunities close to the City's downtown area, a mixture of office and residential uses is encouraged.

For more information on the mixed use concept, see the Central Hemet Neighborhood discussion.

Maximum Land Use Intensity: Lot coverage $\leq 50\%$; Floor Area Ratio ≤ 0.50 for office developments; Floor Area Ratio ≤ 0.75 for mixed use developments.

c. Industrial Districts

☐ Industrial [IND]

General Plan Concept: The Industrial land use designation is intended to accommodate a variety of industrial use, ownership, design, and occupancy needs. Typical uses include research and development, light manufacturing and assembly, warehousing, and wholesaling. In addition, ancillary and limited support commercial uses may be permitted subject to applicable zoning regulations. Industrial lands within the General Plan area are intended to make a positive contribution to the local economy and municipal revenues, furnish local employment opportunities for area residents, and provide a complementary land use surrounding Hemet-Ryan Airport.

Maximum Land Use Intensity: Floor Area Ratio ≤ 0.60 .

d. Special Districts

☐ Specific Plan [SP]

General Plan Concept: The uses permitted within this category encompass the full range of land uses permitted within the General Plan.

Application of the Specific Plan designation is intended for properties which, because of size, design innovation, location, or urban service conditions, require special consideration. This designation is intended to provide the private development sector with a greater degree of flexibility in developing innovative projects, while also incorporating special development and design objectives.

Community Development

No specific minimum land area requirement is defined; however, several areas depicted on the Land Use Map which require the development of a Specific Plan specify minimum development increments for the purpose of lot consolidation.

Properties to be considered for this designation must be of a sufficient size to provide an appropriate community environment or be integrated into the City's surrounding environment.

Areas designated as Future Specific Plans in Table II-A-3 include specific parcels of land which are to be developed within the general guidelines outlined in the community structure section of the Community Development Element.

Maximum Land Use Intensity: The maximum overall intensity of areas designated Specific Plan shall be as indicated on the General Plan Land Use Map. If not indicated on the Land Use Map, the maximum overall intensity shall be determined through the development review process. In all cases, the overall intensity of specific plan areas, and each portion thereof, shall be compatible with adjacent existing and planned land uses.

Public/Institutional [INST]

General Plan Concept: The primary purpose of lands designated Public/Institutional is to provide areas for the conduct of public and institutional activities, including but not necessarily limited to local, State, and Federal agencies; special districts; and public and private utilities. Within lands designated Public/Institutional, subject to applicable General Plan policies and Hemet ordinance provisions, appropriate uses include private schools; utilities; government offices; offices; post office; and other public, quasi/public, and institutional uses.

Maximum Land Use Intensity: Lot coverage $\leq 40\%$; Floor Area Ratio ≤ 0.50 .

e. Open Space Districts

Agriculture [AG]

General Plan Concept: This designation is intended to represent the area identified by Riverside County's Growth Management Plan for agricultural use. The City of Hemet recognizes that commercial agriculture is not, however, likely to be a viable long-term use within the valley, and therefore intends to work with Riverside County and area landowners to formulate a clear plan for the conversion of lands within this designation to urban and rural residential uses.

For further information regarding the transition of agriculture to other uses, see the Southeast Hemet Neighborhood discussion, Eastern Area Annexation Concepts, and the Resource Management Element.

Maximum Land Use Intensity: Until such time as ultimate land use intensities are determined as part of the proposed joint planning program with Riverside County, the maximum intensity of lands designated Agriculture shall be 1 du/10 ac. To retain future options, a density of 3.5 du/ac was used for infrastructure planning purposes.

Open Space [OS]

General Plan Concept: The primary purpose of lands designated Open Space is the provision of recreational facilities, preservation of environmental resources, managed production of resources, and protection of public health and safety. Only uses consistent with these purposes may be considered appropriate, subject to applicable General Plan guidelines and City ordinances.

RESOLUTION NO. 99- 3407

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET APPROVING GENERAL PLAN AMENDMENT 99-3 AND 99-3A FOR COMMERCIAL AND RESIDENTIAL III AT THE NORTHEAST CORNER OF SANDERSON AND DEVONSHIRE AVENUES AND FOR A ZONING CONSISTENCY TABLE AMENDMENT TO THE LAND USE TEXT OF THE GENERAL PLAN, RESPECTIVELY.

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

GPA 99-3

APPLICANT/OWNER:

Tibbitts Investment Company

LOCATION:

Northeast corner of Sanderson and Devonshire Avenues

GPA 99-3 A

APPLICANT:

City of Hemet

WHEREAS, a public notice was published in The Hemet News giving notice of a public hearing to be held by the City Council on General Plan Amendment 99-3 and 99-3 A. A public hearing was held before the City Council on the 11th day of May, 1999, at the hour of 1:00 p.m., with all testimony received being made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff Report dated May 11, 1999 and in consideration of the evidence received at the hearing, and for the reasons discussed by the Council Members at said hearing, the City Council now finds as follows:

SECTION 1: Environmental Findings.

- A. Initial Studies were completed in compliance with the California Environmental Quality Act and did not identify any potentially significant environmental effects as a result of the projects; and,
- B. As a result of the Initial Studies, the projects have no potential to have adverse environmental effects on wildlife resources; and
- C. The City Council independently reviewed, analyzed, considered and adopted Negative Declarations, with de minimis findings, prior to making its decision on the projects, reflecting the independent judgement of the City of Hemet; and

SECTION 2: Amendment Approval.

- A. The City Council hereby amends the General Plan Land Use Map from Residential II (7-14 du/ac) to Commercial for the property along Sanderson Avenue, as shown in the attached Exhibit A, to a uniform depth of 245-feet with the remainder of the property changed from Residential II (7-14 du/ac) to Residential III (14-25 du/ac).
- B. The text of the Hemet General Plan, on page II-A-27, Table II-A-4, Hemet General Plan Land Use Matrix is amended in its entirety, as shown in the attached Exhibit B.

CITY COUNCIL RESOLUTION
GENERAL PLAN AMENDMENT 99-3 AND 99-3 A -TIBBITTS INVESTMENT CO., AND
THE CITY OF HEMET RESPECTIVELY

1 SECTION 3: Effective Date
2
3

4 This action taken by this resolution will take effect thirty (30) days from date of adoption
5 of this resolution by the City Council.
6

7 PASSED, APPROVED, AND ADOPTED this 11th day of May, 1999, by
8 the following vote:

9 AYES: Councilmembers Lowe, Meadows, Tandy, VanArsdale, Mayor Alberg
10 NOES: None

11 ABSTAIN: None

12 ABSENT: None
13
14
15
16
17

18 ATTEST:

19
20
21 Leanna Keltner
22 Gene Graves, City Clerk
23 Deputy
24
25

Lyle W. Alberg
Lyle W. Alberg, Mayor

APPROVED AS TO FORM:

Julie Hayward Biggs
Julie Hayward Biggs, City Attorney

CITY COUNCIL RESOLUTION
GENERAL PLAN AMENDMENT 99-3 AND 99-3 A - TIBBITTS INVESTMENT CO., AND
THE CITY OF HEMET RESPECTIVELY

EXHIBIT A

**Table II-A-4.
Hemet General Plan Land Use Matrix***

Land Use Category	Density/Land Use Intensity	Consistent Zoning
Hillside	Variable density based upon slope	SPECIFIC PLAN
Rural Residential	From 1 du/10 ac to 2 du/1 ac	A, A-1, A-2, R-A, PCD
Residential I	Up to 7 du/ac	R-A, R-1, TR-20, TTPD, PUMH, PCD, PUD, SLR
Residential II	7 - 17 du/ac	R-2, PCD, PUD, SR-3
Residential III	17 - 25 du/ac	R-3, PCD, PUD, SR-3
Residential IV	25 - 40 du/ac	SPECIFIC PLAN, SR-3
Senior Residential Overlay	Underlying General Plan designation with possible 25% bonus	SHO
Regional Commercial	40% lot coverage	C-2
Commercial	40% lot coverage	C-1, C-2, C-M, O-P, RP, PCD, SPECIFIC PLAN
Office	40% lot coverage	O-P, R-P, C-1, C-2
Downtown Office/Residential Mixed Use Overlay	50% coverage for office, 75% coverage for residential mixed use	SPECIFIC PLAN
Industrial	60% Floor Area Ratio	C-M, M-1, M-2
Specific Plan	Development density/intensity varies depending upon location - see Page II-A-26)	SPECIFIC PLAN
Public/Institutional	40% lot coverage	Any zone
Agriculture	1 du/10, see page II-A-26 for exceptions	A, A-1, A-2
Open Space	None	O-S
Civic and Community Center	None	Any zone
Fire Station	None	Any zone
Hospital	None	I.
Library	None	Any zone
Public School	None	Any zone
Church	None	Any zone except C-M, M-1, & M-2

* At the time of annexations of lands where the existing zoning is not consistent with the Hemet General Plan Land Use Map, consistency will be required at a future date.

Maximum Land Use Intensity: The maximum land use intensity of Open Space lands is governed by the open space purpose of the land so designated. These areas are not intended for urban or rural development.

**Table II-A-4
Hemet General Plan Land Use Matrix**

Proposed General Plan	Previous General Plan	Existing Zoning		
Hillside [H] Allows residential with densities restricted by slope and conservation considerations.	OS/HNA (New designation adds a density to this category)	OS	PCD	A-1
Rural Residential: [RR-10] 1du/10ac [RR-5] 1du/5ac [RR-2.5] 1du/2.5ac [RR-1] 1du/1ac [RR-0.5] 2du/1ac	Agriculture R-I (up to 2du/ac)	A RA S-1	PCD R-1-20 PUD	SP
Residential [R-I] up to 7 du/ac	R-I (up to 2du/ac) R-II (up to 7du/ac)	A RA R-1-6 R-1 R-2	S-1 TR-20 R-1-8 TTPD SP	SLR PUD PCD PUMH
Residential [R-II] 7-17 du/ac	R-III (up to 17du/ac)	A RA R-1-6 R-1-8 PCD	R-2 R-3 PUD S-1 SP	TR-20 TTPD PUMH SR-3
Residential [R-III] 17-25 du/ac	R-IV (up to 25du/ac)	A RA R-1-6 R-1-8 SP	R-2 R-3 PCD S-1	TR-20 TTPD PUMH SR-3
Residential [R-IV] 25-40 du/ac	R-V (up to 30du/ac) R-VI (up to 40du/ac)	A RA R-1-6 R-1-8 SP	R-2 R-3 PCD S-1	TR-20 TTPD PUMH SR-3

Community Development

Table II-A-4
Hemet General Plan Land Use Matrix

Proposed General Plan	Previous General Plan	Existing Zoning	
Office [O]	PO	A R-1-6 R-1-8 R-2	R-3 R-P S-1 SP
Commercial [C]	GC NC	A R-P C-1	C-2 S-1 C-M
Regional Commercial [RC]	GC (Mall area and Auto Mall node on the west end of Florida.)	A C-1 SP	C-2 C-M
Industrial [IND]	IND	M-1 C-M	M-2
Park/Golf Course [REC]	REC	OS	PCD
Open Space [OS]	OS/HNA	A PCD	OS SC. HWY SP
Specific Plan [SP]	SP	SP	
Agriculture [AG] (Allows residential restricted by minimum lot size.)	AG	A R-A A-1-C PUD S-1	R-1-20 SP A-2-C PCD
Civic and Community Center [CC]	C	I	
Fire Station [F]	F	I	
Hospital [HOSP]	H	I	
Library [LIB]	L	I	
Public Schools [E, JH, HS]	E, HS, JH	I	
Church [CH]	CH	S-1	
Institutional [INST]	PUB	I	

5. NEIGHBORHOOD PLANNING AREAS

Goal

- Protection and enhancement of the unique features and characteristics of individual neighborhoods within the Hemet General Plan study area.

a. General

Issues

- One of the major desires of the City of Hemet in updating its General Plan was to create a system by which land use policy within selected neighborhoods could be individually assessed. The character of land uses varies significantly between the various portions of the Hemet General Plan study area. It is therefore important that General Plan policies be "customized" to fit varying conditions throughout the study area. The neighborhood concept also serves to support the desire of residences to maintain the "small town" feeling via detailed attention to neighborhood character and identity.
- In response to these issues, the General Plan study area was broken down into twelve different neighborhoods in the attempt to focus issues which relate to specific geographic areas. As part of this effort, a series of Neighborhood Forums was conducted both early in the program and just prior to the formal public hearings to identify neighborhood issues. The following pages contain a description of each neighborhood area and a listing of the neighborhood issues derived through technical research, community and committee meetings and workshops, and public hearings that were held during the Hemet General Plan Program.

Concepts

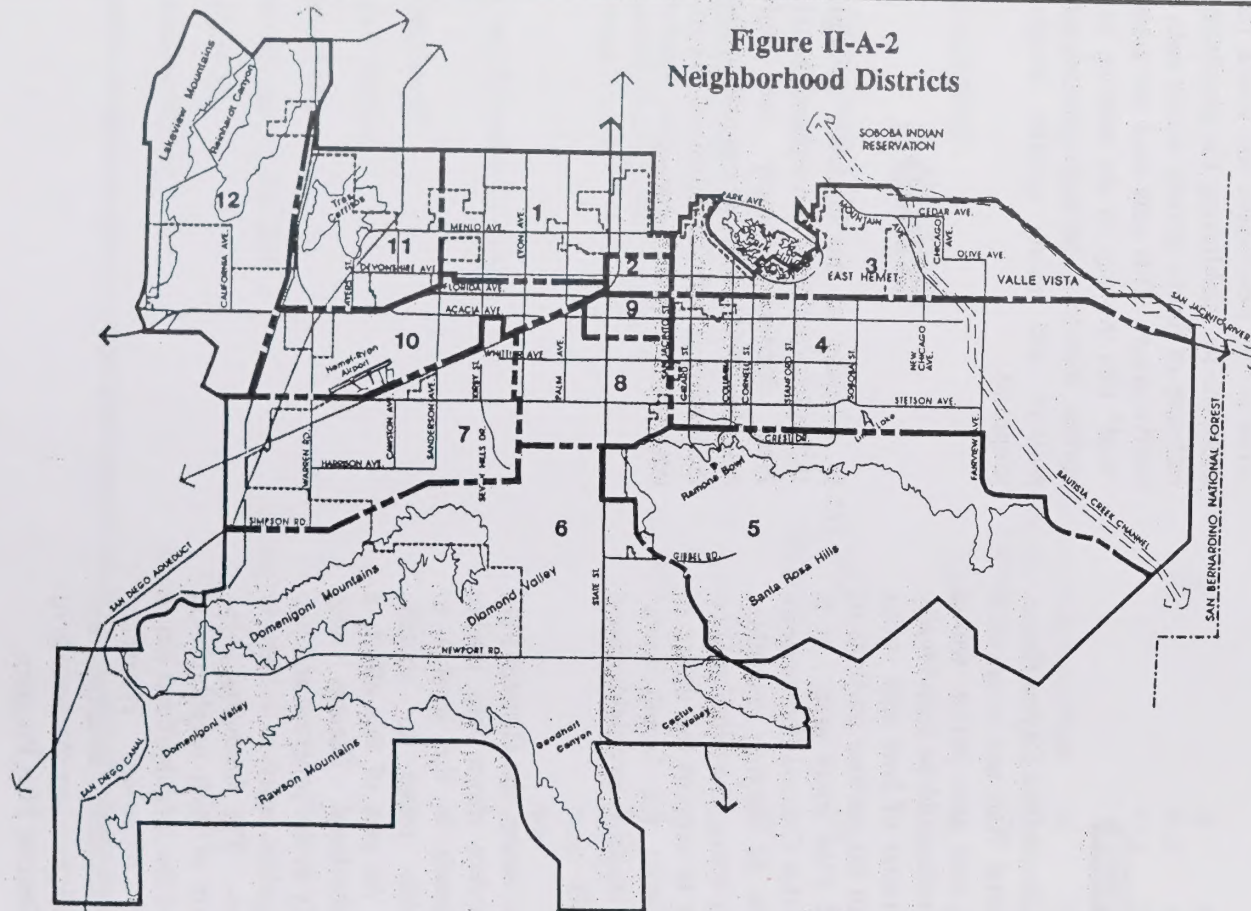
- Significant variation of land uses within portions of the Hemet General Plan study area has prompted the designation of twelve neighborhood planning areas.
- Identifying neighborhood areas and understanding their individual issues will serve as the benchmark for future land use decisions by establishing the distribution and intensity of future growth within each of the twelve areas. This new land use assessment "tool" fills the gap in the existing land use review hierarchy between general citywide policies and more specific development proposals.

Strategies

- (1) In addition to the citywide concepts and strategies contained throughout the General Plan document, apply the following neighborhood-level concepts and strategies to the review of individual projects as part of the development review process.

Community Development

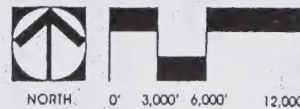
Figure II-A-2
Neighborhood Districts



PLANNING NETWORK

Legend:

- | | | |
|--------------------|------------------------------|---------------------|
| 1. North Hemet | 5. Santa Rosa | 9. Downtown |
| 2. Central Hemet | 6. Domenigoni/Diamond Valley | 10. Florida Avenue |
| 3. Northeast Hemet | 7. Southwest Hemet | 11. Northwest Hemet |
| 4. Southeast Hemet | 8. South Central Hemet | 12. West Hemet |

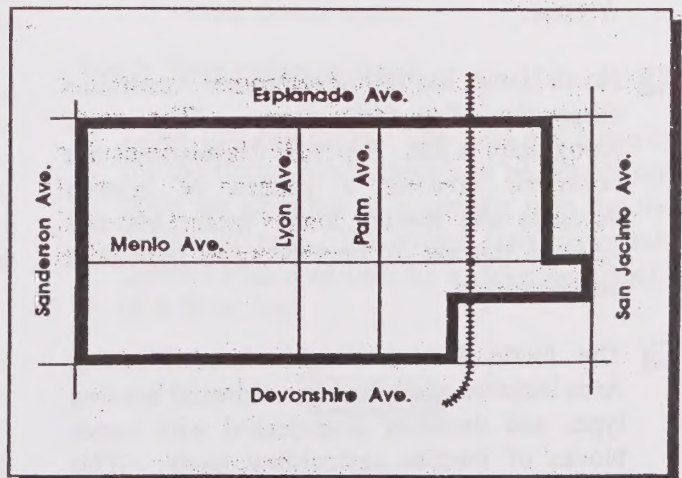




b. North Hemet

Issues

- ❑ The North Hemet Neighborhood Planning Area contains 2,424 acres, made up of a variety of land uses. This neighborhood includes a portion of the northern sphere of influence which Hemet shares with the City of San Jacinto at Esplanade Avenue.
- ❑ Most development in the area is single family detached residential and mobile home development. Residential development in the area transitions from residential to residential/agricultural uses in areas outside the City limits and approaching Esplanade. Commercial and industrial uses have been developed in the northeastern



NORTH HEMET

portion of this neighborhood along the State Route 79 corridor, adjacent to the City of San Jacinto.

Community Development

- ❑ The primary components of the North Hemet Neighborhood's current character are:

- ▶ agriculture and horse ranches, including their transition to urban uses;
- ▶ a weak industrial base;
- ▶ the Hemet Stock Farm;
- ▶ significant numbers of mobilehomes;
- ▶ Searle Park;
- ▶ Riverside County facilities;
- ▶ low income housing;
- ▶ flooding; and
- ▶ the San Jacinto fault zone.

- ❑ Other neighborhood issues raised during community and neighborhood meetings include the need to provide better definition between senior and family neighborhoods, and the desire on the part of landowners to create commercial concentrations along Sanderson Avenue.

- ❑ North Hemet has few development constraints other than the fault zone. The area's topography is flat. Sporadic development has occurred, creating a pattern of uneven densities and leaving many vacant five-and ten-acre parcels of land between individual developments.

- ❑ The North Hemet Neighborhood Planning Area includes a mixture of residential housing types and densities interspersed with larger blocks of interim agricultural lands. This pattern of development has contributed to the area's "checkerboard" land use appearance.

- ❑ At present, the Hemet City limit divides the North Hemet Neighborhood Planning Area into two areas: incorporated in the south, and unincorporated to the north. It is the desire of the community to establish an ultimate City boundary at Esplanade Avenue.

The Cities of Hemet and San Jacinto have developed an annexation/boundary policy between Esplanade Avenue and Eaton Avenue from Warren Road to Lyon Avenue. In addition, the cities have discussed protection of the existing rural area along Esplanade.

- ❑ The North Hemet Neighborhood Planning Area includes a number of planned projects which have been designed to cater to the community's senior citizen population. The transition and buffering of these communities from adjacent development have been established as a desire of the community.

Concepts and strategies for protecting existing senior neighborhoods are provided in the discussion of Residential Development in the Community Structure portion of this element.

Concepts

- ❑ The development concept for North Hemet as embodied in the General Plan Land Use Map is that this neighborhood will be primarily low density residential in character. Multiple family development is planned only in and adjacent to areas where such uses are currently located.

Commercial uses are designated in existing locations. A new commercial node is planned for the intersection of Sanderson Avenue and Esplanade. Unlike other commercial nodes within the General Plan study area, multi-family development is not proposed

adjacent to this node in recognition of the low density nature of planned land uses and the sparsity of current development in the area.

Industrial uses are planned along the State Street corridor in the northern portion of the neighborhood, and along the Santa Fe rail line in the southern portion of the neighborhood. The primary character of industrial land use within North Hemet will be small light industrial uses, business parks, and services.

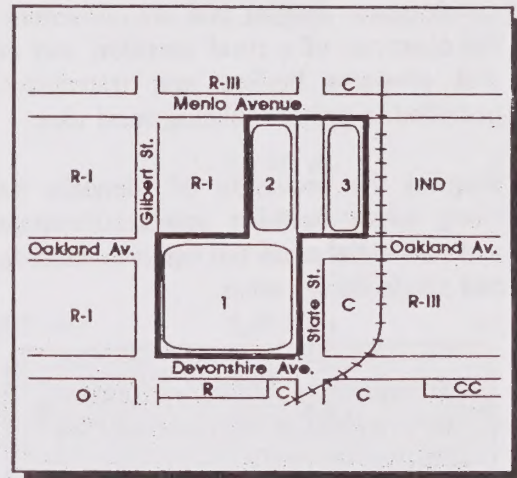
- ❑ The General Plan Land Use map indicates commercial development along the south side of Devonshire Avenue east of Inez. Care will need to be taken to ensure a pleasant street scene along Devonshire. It is intended that building orientation be toward the street, and that the multi-family residential use at the southeast corner of Devonshire and Inez be preserved.

- ❑ **Hemet Stock Farm: 76-acre Mixed Use Office/Commercial/Residential**

Development Concept: Because of Hemet's agricultural heritage, the rural character of the existing stock farm represents an historic resource worthy of preservation. It is the intent of the General Plan to integrate the character of the existing architectural elements of this unique land use into projects submitted to the City for development on this site. Architectural elements worthy of preservation include existing fencing and gate treatments, existing shade trees and windrows, existing stud barn and out-building architecture, and general rural character.

It is further recognized that many of the existing elements are not physically worthy of preservation or restoration and that project constraints may mandate removal of existing structures. It is recommended, however, that new construction make an attempt to replicate the style and form of the existing architecture and site elements to ensure that the unique character of the Hemet Stock Farm site is preserved.

Land uses within the stock farm site may include a mix of commercial, office, and industrial development, provided that each use contribute to a cohesive development pattern within the master plan site. The inclusion of residential uses within the overall land use plan may also be achieved.



Area 1: Mixed use Office/Commercial with strong thematic ties to the historic character of the original land use.

Area 2: Mixed use commercial/industrial uses oriented to serving through traffic.

Area 3: Same concept as Area 2.

Land Use Intensity: The land use intensity for the Hemet Stock Farm will be determined upon the adoption of a specific plan for the designated area. The overall intensity of this Specific Plan area shall be a Floor Area Ratio of 0.50 or less.

Strategies

- (1) Work with Riverside County in a cooperative program to improve housing conditions along State Street.

Community Development

- (2) As part of the review of individual residential developments, implement General Plan concepts and strategies related to the protection of existing senior neighborhoods.
- (3) As part of the review of individual development projects along Esplanade Avenue, maintain low densities and development designs that are consistent with the character of a rural corridor, and ensure that adequate buffers and transitions are provided to protect existing rural uses.
- (4) Require the provision of adequate buffers along edges between industrial/commercial and residential areas and between multi-family and single family areas.

Examples of buffer techniques are provided in the General Plan Design Appendix.

Community Development

General Plan Land use designations along with the potential buildout for each designation within the North Hemet Neighborhood Planning Area are summarized in the following table:

NORTH HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations			Exist. Land Use (1988)	Build-Out Potential	
			Acreage	Anticipated ¹	Maximum ²
Rural Residential	RR	0			
Residential	R-I	1,663		8,419 du	11,641 du
Residential	R-II	172		2,047 du	2,924 du
Residential	R-III	43		770 du	1,100 du
Residential	R-IV	0			
Subtotal Single Family			5,185 du	8,419 du	11,641 du
SubTotal Multi-Family			1,551 du	2,817 du	4,024 du
Total Residential			6,736 du	11,236 du	15,665 du
Office	O	23		350,658 sq. ft.	500,940 sq. ft.
General Commercial	C	82		987,940 sq. ft.	1,411,344 sq. ft.
Regional Commercial	RC	0			
Total Commercial			1,907,930 sq. ft.	2,497,294 sq. ft.	3,567,564 sq. ft.
Industrial	IND	296	331,055 sq. ft.	5,415,379 sq. ft.	7,736,256 sq. ft.
Park/Golf Course	REC	27		NA	NA
Open Space	OS	10		NA	NA
Specific Plan (Com.)	SP	76		1,158,696 sq. ft.	1,655,280 sq. ft.
Hillside	H	0			
Agriculture	AG	0			
Institutional	INST	15		457,380 sq. ft.	653,400 sq. ft.
Public	PUB	17		NA	NA
TOTAL		2,424			

¹ Represents 70 percent of the maximum buildout of each district.

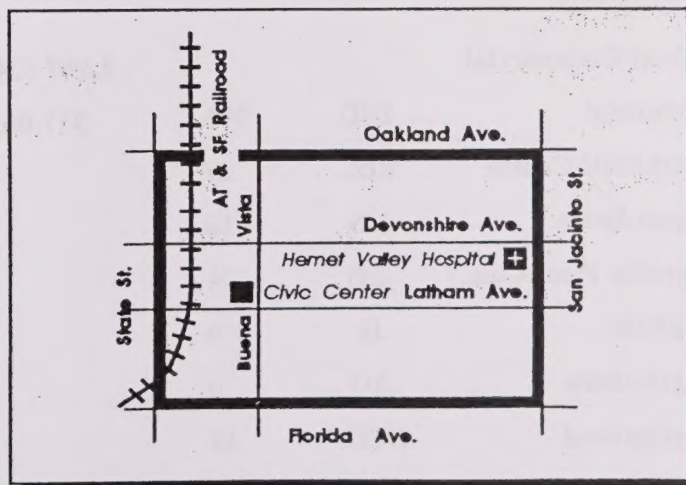
² Represents 100 percent of the maximum buildout of each district.



c. Central Hemet

Issues

- ❑ The Central Hemet Neighborhood Planning Area is one of the smallest of the twelve planning areas, containing 307 acres. The neighborhood encompasses the northern portion of what is considered to be the City's downtown district.
- ❑ Existing land uses within this area are mixed, with nearly all land use categories being represented. Major land uses include the Hemet Civic Center, Hemet Valley Hospital, and the West Valley High School site. The A.T. & S.F. railway line enters the neighborhood at the southwest corner and runs through the area to industrial



uses in the northern portion of the study area and beyond.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET APPROVING GENERAL PLAN AMENDMENT 99-2A
AND 992B TO AMEND THE GENERAL PLAN LAND USE
MAP FOR THE AREA BOUNDED ON THE NORTH BY
ESPLANADE AVENUE, ON THE SOUTH BY MENLO
AVENUE, ON THE WEST BY THE EXTENSION OF MYERS
STREET AND THE EAST BY SANDERSON AVENUE AND
TO AMEND THE GENERAL PLAN TEXT REGARDING THE
HUB OF THE VALLEY CONCEPT AND STRATEGIES

WHEREAS, an application for a General Plan Amendment to the Land Use Map
and Text was initiated and duly filed by:

APPLICANT: Warren D. Hulbert and the City of Hemet
LOCATION: Esplanade Avenue on the north, Sanderson Avenue on the
east, Myers Street on the west, and Menlo Avenue on the
south.

WHEREAS, notice was duly given of the public hearing on the General Plan
Amendment 99-2A and 99-2B. The public hearing was held before the City Council on the
9th day of November 1999, at the hour of 1:00 p.m., with all testimony received being
made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff
Report dated October 15, 1999, and in consideration of the evidence received at the
hearing, and for the reasons discussed by the Council at said hearing, the City Council
now finds, determines and resolves as follows:

Section 1: Environmental Findings.

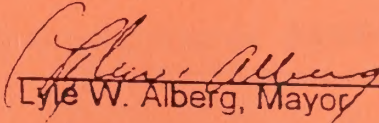
- A. An Initial Study was completed in compliance with the California Environmental
Quality Act and did not identify any potentially significant environmental effects as
a result of the project; and,
- B. As a result of the Initial Study, this project has no potential to have adverse
environmental effects on wildlife resources; and
- C. The City Council has independently reviewed, analyzed, and considered and
adopted Negative Declarations prior to making its decision on the project, and the
Negative Declarations with de minimis findings reflect the independent judgement
of the City of Hemet; and

Section 2: City Council Action.

- A. The City Council hereby amends the General Plan text as shown in Exhibit A,

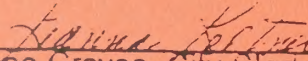
3
4
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9
10 PASSED, APPROVED, AND ADOPTED this 9th day of November 1999 by the
11 following vote:

12 AYES: Council Members Lowe, Meadows, Tandy, Van Arsdale and Mayor Alberg
13 NOES: None
14 ABSTAIN: None
15 ABSENT: None
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24


Lyle W. Alberg, Mayor

25 ATTEST:

APPROVED AS TO FORM:

26
27
28
29 
Gene Graves, City Clerk

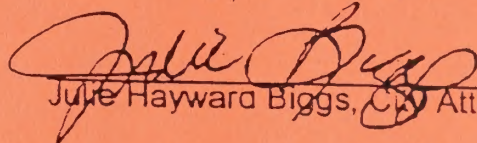

Julie Hayward Biggs, City Attorney

EXHIBIT A-1

GENERAL PLAN AMENDMENT 99-2B

On page II-A-37 and on page II-A-66 add the following bullet under the first bullet under Concepts for both pages:

- It is important to create a major activity "HUB" in the center of the San Jacinto Valley. The HUB will create a reason for people to visit the downtown, increase property values, attract private investment, create an environment for people to gather day or night, where it is safe and desirable, and increase retail sales. The HUB will link the existing major land uses between San Jacinto Avenue and State Street in such a way as to enhance pedestrian circulation, and enhance vehicular circulation. The area will include a Multi-modal Transportation Center. Through the construction and attraction of new land uses, combined with new public uses, activities will be enhanced.

On page II-A-40 add the following Strategy:

- (4) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

On page II-A-67 add the following Strategy:

- (3) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

❑ In addition to the major land uses cited above, key components of the Central Hemet Neighborhood's character include:

- ▶ tree-lined streets with large mature trees;
- ▶ expansion of medical professional offices in the area between the hospital and the civic center, creating a mix of residential and office uses;
- ▶ conversion of single family uses to multi-family use in the northern portion of the neighborhood, providing opportunities for hospital employees to walk to work;
- ▶ affordable single family housing with some areas of strong home ownership;
- ▶ small parcel sizes within single family, as well as multi-family and office professional areas;
- ▶ senior housing; and
- ▶ Weston Park.

❑ Within the same area, West Valley High School sits astride Devonshire Avenue and Santa Fe Street. This roadway is needed as a through route to provide an alternative to Florida Avenue. In addition, the school's location within a primarily senior and commercial/office area requires the Hemet Unified School District to bus most students to this facility. Thus, both the City and school district have a strong incentive to convert the school to other uses. Planning for this eventuality is necessary.

❑ The conversion of older low density residential uses to other commercial, office and multi-family uses has, in some cases, created an illogical pattern of single family residences mixed with office uses on a single block. As conversion of single family to office uses continues, individual medical office site plans will need to provide adequate buffering and screening to soften impacts on adjacent single family homes.

❑ Because major infrastructure improvements in the area between Hemet Valley Hospital and the civic center were sized to handle a predominantly low density residential development pattern, continued conversion to office uses could put a strain on local water and sewer lines, as well as streets, if the intensity of future medical office development is significantly greater than that of the existing residential neighborhood.

❑ Small parcel sizes and the large number of individual ownerships have compounded the problems of land use conversion by making the consolidation of sizable development parcels difficult.

❑ The desire to increase density near major job producing land uses, such as the Hemet Valley Hospital, in order to foster a more pedestrian environment within the downtown, has created a need to increase density within the northern portion of the neighborhood planning area.

❑ The potential conversion of the existing West Valley High School site to office and multi-family uses provides new opportunity for the introduction of well designed high density development within the downtown. As part of this conversion, the extension of Devonshire Avenue and Santa Fe Avenue through the High School site will complete a critical link in the local circulation system to relieve traffic congestion along Florida Avenue.

Concepts

❑ The development concept for Central Hemet is to maintain the Florida Avenue corridor for commercial use. It is envisioned that medical professional uses will continue to locate within the area between Hemet Valley Hospital and the civic center; however, it is the City's intent to encourage mixed use development within this area, providing both an office and a residential component within new development where feasible.

Community Development

Within the area north of Devonshire Avenue, the continued conversion of single family uses to higher densities is encouraged as a means of providing housing in close proximity to employment.

- New development within existing single family neighborhoods will need to be sensitive to and compatible with the character of existing single family development.

Examples of techniques to achieve compatibility between infill development and existing neighborhoods is provided in the Design Appendix.

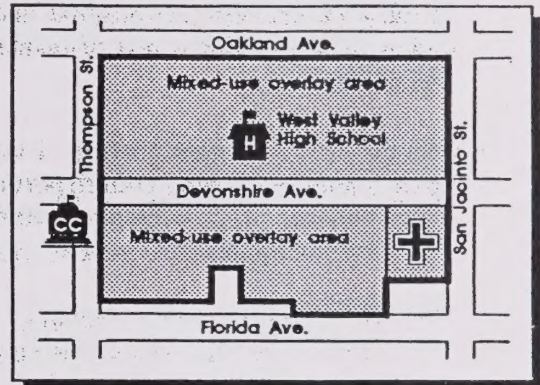
□ Hospital-Civic Center Mixed Use Overlay

Development Concept: The area between the Hemet Valley Hospital and the Hemet Civic Center is considered to be a logical area for both residential and medical/professional use. Current City zoning allows for the conversion of residences within this area to medical and professional uses, but does not allow for a combination of residential and commercial uses within the same project. While there is an advantage to attract such mixed-uses to the downtown, there is a constraint in that the area's streets and infrastructure may be inadequate to handle the additional demand.

The concept of providing the opportunity for mixed use development within the downtown area is well established. Such uses were a common sight in many cities with downtown districts where older buildings were constructed with residential apartments directly above the commercial space.

Recognizing the potential of the area surrounding the existing Hemet Valley Hospital, Civic Center and High School site, the Hemet General Plan has designated a

majority of this area with a "Hospital - Mixed Use Overlay." The increasing lack of affordable housing, necessity to improve traffic congestion, and the need to improve regional air quality are the major reasons for this designation.



This special area is intended to encourage the development of residential and professional office uses within a distinct area of the City. General Plan land use concepts which can be incorporated into specific design plans for individual parcels within the Hospital - Civic Center Mixed Use Area are illustrated on the following page. Concepts to be used as a basis from which individual new projects might be created within the Hospital - Mixed Use Area are described below.

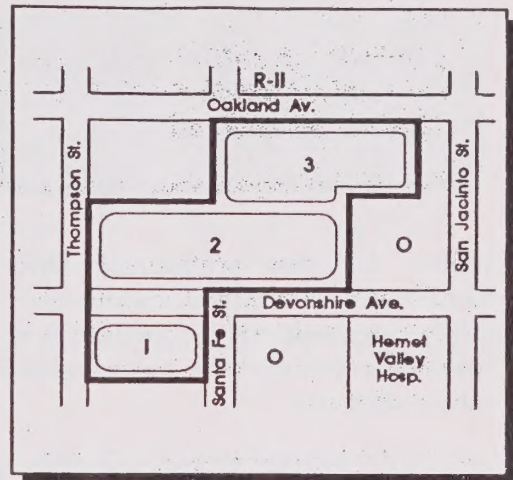
- Designed as an integral part of the new development, residential land uses may be incorporated into distinct, but separate areas of the development. Shared parking concepts may be integrated into this design; however, a separation of parking is encouraged.
- Residential development may be provided in the same building, and grouped in close proximity to office/professional uses. Residential units could be placed on either ground floor or upper stories, depending on design.

- The upper floors of multi-story buildings may be used for residential development, while first one or two floors are devoted to office/professional uses. Shared or off-site office parking would be encouraged.

■ West Valley High School: 31-acre Mixed Use Office/Commercial

Development Concept: This designated Future Specific Plan Area is intended to provide the opportunity to create a comprehensively designed downtown office, commercial, and residential complex which serves as the anchor to the surrounding office, commercial, medical, and Civic Center land uses. A key element of this future Specific Plan area is to improve traffic circulation and safety by completing Devonshire Avenue and Santa Fe Avenue as through roadways. Areas north of Devonshire Avenue are to be reserved for multi-family residential uses. Complementary businesses such as professional and medical offices, business service commercial, and small restaurants and sidewalk cafes are meant to serve the adjacent existing and planned uses, encouraging the use of pedestrian movement within and through the area.

It is recognized that existing school buildings may provide a reuse opportunity. It is the intention of the General Plan that any reuse of the existing facilities be accompanied by a specific plan of development which includes a master plan of reuse, and a project phasing/timing schedule for the entire High School site prior to reuse of the property. Since the existing buildings and site layout might not represent the highest and best use of the site for future development. The site may provide an opportunity to create an in-town residential/office complex of higher than usual land use intensity and vertical scale.



Area 1: Office/medical office consistent with surrounding uses.

Area 2: Mixed use office/medical office and high density residential with strong pedestrian linkages to the hospital and office uses.

Area 3: High density residential with strong pedestrian linkages to the hospital and office uses.

Note: The reuse concept for the West Valley High School site emphasizes Devonshire and Santa Fe as through routes.

Land Use Intensity: The land use intensity for this category will be determined upon the adoption of a specific plan for the designated area. The underlying land use intensity for this Specific Plan area shall remain Office [O] with a Floor Area Ratio of 1.00.

Strategies

- (1) Revise the municipal code to incorporate a "mixed-use" overlay zone which permits development of professional office and multi-family residential uses on the same site.
- (2) Require the provision of adequate buffers where professional office uses are proposed adjacent to existing residential uses.

Examples of buffer techniques are included within the General Plan Design Appendix.

- (3) Ensure that new professional office and multi-family uses within transitioning single family neighborhoods are designed so as to be compatible with the scale and character of the surrounding area.

Examples of infill techniques are included within the General Plan Design Appendix.

RESOLUTION NO. 3450

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET APPROVING GENERAL PLAN AMENDMENT 99-2A
AND 992B TO AMEND THE GENERAL PLAN LAND USE
MAP FOR THE AREA BOUNDED ON THE NORTH BY
ESPLANADE AVENUE, ON THE SOUTH BY MENLO
AVENUE, ON THE WEST BY THE EXTENSION OF MYERS
STREET AND THE EAST BY SANDERSON AVENUE AND
TO AMEND THE GENERAL PLAN TEXT REGARDING THE
HUB OF THE VALLEY CONCEPT AND STRATEGIES

WHEREAS, an application for a General Plan Amendment to the Land Use Map
and Text was initiated and duly filed by:

APPLICANT: Warren D. Hulbert and the City of Hemet
LOCATION: Esplanade Avenue on the north, Sanderson Avenue on the
east, Myers Street on the west, and Menlo Avenue on the
south.

WHEREAS, notice was duly given of the public hearing on the General Plan
Amendment 99-2A and 99-2B. The public hearing was held before the City Council on the
9th day of November 1999, at the hour of 1:00 p.m., with all testimony received being
made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff
Report dated October 15, 1999, and in consideration of the evidence received at the
hearing, and for the reasons discussed by the Council at said hearing, the City Council
now finds, determines and resolves as follows:

Section 1: Environmental Findings.

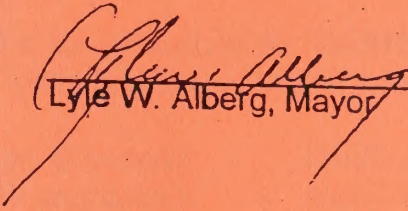
- A. An Initial Study was completed in compliance with the California Environmental
Quality Act and did not identify any potentially significant environmental effects as
a result of the project; and,
- B. As a result of the Initial Study, this project has no potential to have adverse
environmental effects on wildlife resources; and
- C. The City Council has independently reviewed, analyzed, and considered and
adopted Negative Declarations prior to making its decision on the project, and the
Negative Declarations with de minimis findings reflect the independent judgement
of the City of Hemet; and

Section 2: City Council Action.

- A. The City Council hereby amends the General Plan text as shown in Exhibit A,

PASSED, APPROVED, AND ADOPTED this 9th day of November 1999 by the following vote:

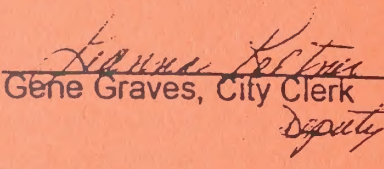
AYES: Council Members Lowe, Meadows, Tandy, Van Arsdale and Mayor Alberg
NOES: None
ABSTAIN: None
ABSENT: None



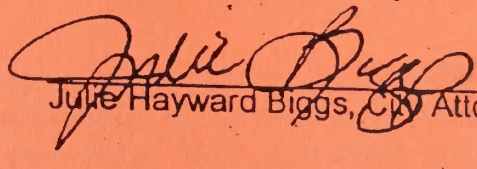
Lyle W. Alberg, Mayor

ATTEST:

APPROVED AS TO FORM:



Gene Graves, City Clerk
Deputy



Julie Hayward Biggs, City Attorney

EXHIBIT A-1

GENERAL PLAN AMENDMENT 99-2B

On page II-A-37 and on page II-A-66 add the following bullet under the first bullet under Concepts for both pages:

- It is important to create a major activity "HUB" in the center of the San Jacinto Valley. The HUB will create a reason for people to visit the downtown, increase property values, attract private investment, create an environment for people to gather day or night, where it is safe and desirable, and increase retail sales. The HUB will link the existing major land uses between San Jacinto Avenue and State Street in such a way as to enhance pedestrian circulation, and enhance vehicular circulation. The area will include a Multi-modal Transportation Center. Through the construction and attraction of new land uses, combined with new public uses, activities will be enhanced.

On page II-A-40 add the following Strategy:

- (4) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

On page II-A-67 add the following Strategy:

- (3) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Central Hemet Neighborhood Planning Area are summarized in the following table:

CENTRAL HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations		Acreage	Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	0			
Residential	R-I	0			
Residential	R-II	35		417 du	595 du
Residential	R-III	23		402 du	575 du
Residential	R-IV	0			
Subtotal			289 du		
Single Family					
Subtotal			371 du	819 du	1,170 du
Multi-Family					
Total Residential			660 du	819 du	1,170 du
Office	O	52		765,492 sq. ft.	1,093,560 sq. ft.
General Commercial	C	71		865,973 sq. ft.	1,237,104 sq. ft.
Regional Commercial	RC	0			
Total Commercial				1,631,465 sq. ft.	2,330,664 sq. ft.
Industrial	IND	14		256,133 sq. ft.	365,904 sq. ft.
Park/Golf Course	REC	11		NA	NA
Open Space	OS	0			
Specific Plan	SP	59		NA	NA
Hillside	H	0			
Agriculture	AG	0			
Institutional	INST	0			
Public	PUB	42		NA	NA
TOTAL		307			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

Community Development

❑ The primary concept for the Northeast Hemet Neighborhood Area is to continue working with residents of unincorporated areas to achieve a mutual understanding between residents, the City of Hemet, and Riverside County regarding the area's future land use.

❑ **Northeast Specific Plan:** 75-acre mixed use commercial/residential.

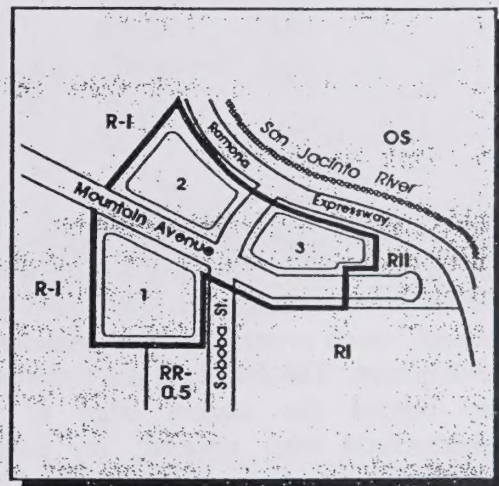
Development Concept: The primary concept of the Northeast Specific Plan is to recognize the commercial potential existing at the junction of the Ramona Expressway, Mountain Avenue, and Soboba Street. As such, it is intended that the area between the Ramona Expressway and Mountain Avenue be devoted to commercial uses which can take advantage of this strategic location. To the extent possible, uses should be oriented toward both the expressway and Mountain Avenue, with service and loading areas internalized within the site. The commercial portion of this area should be designed to limit drive access to the Ramona Expressway. The potential also exists for establishing a mixed use concept within this area, including commercial and multi-family and/or senior housing.

The area south of Mountain Avenue, along both sides of Soboba Street, is to be devoted to residential uses. Both single and multi-family development may be appropriate within this area, provided that the design of uses be compatible with surrounding residential developments.

Of particular interest in the design of the Northeast Specific plan is the establishment of an overall architectural and landscape character to tie the area together. Provision of pedestrian connections between the various uses proposed within the specific plan area is needed.

Land Use Intensity: The land use intensity for the commercial portion of this area is to be consistent with the Regional Commercial [RC] category, and have a Floor Area Ratio ≤ 0.50 . Residential densities may include those consistent with the Residential I [R-I] and Residential II [R-II] categories.

Development of the above-described lands and all other Specific Plan designations shall be approved per the requirements of California Government Code Section 65450. Proposed specific plan developments shall conform to all applicable General Plan policies and Hemet Municipal Code Standards, unless specifically modified through the adoption of the Specific Plan ordinance.



Area 1: Residential, with the potential for such single family or multi-family uses as may be designed so as to be compatible with surrounding development.

Area 2: Commercial uses intended to take advantage of traffic along the Ramona Expressway, Mountain Avenue, and Soboba Street. Also possible is the inclusion of multi-family and/or senior housing in a mixed use context.

Area 3: Same as Area 2

Strategies

- (1) In coordination with Riverside County and area residents, conduct a cooperative land use study aimed at defining a detailed plan for future land uses that is mutually agreed to by residents, the City of Hemet, and Riverside County.
- (2) Where service levels can meet City standards, work with residents of unincorporated areas to determine if there is any interest in annexing to the City of Hemet.

Further information regarding annexation potential is provided as part of the Eastern Annexation Area discussion within the City Limits portion of this Element.

- (3) Ensure the provision of adequate buffers between commercial and residential uses, single family and multi-family development, and between rural residential and urban neighborhoods.

Examples of buffer techniques are provided in the General Plan Design Appendix.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Northeast Hemet Neighborhood Planning Area are summarized in the following table:

NORTHEAST HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations	Acres	Exist. Land Use (1988)	Build-Out Potential	
			Anticipated ¹	Maximum ²
Rural Residential	RR	257	90 du	129 du
Residential	R-I	1,224	5,508 du	7,868 du
Residential	R-II	133	1,583 du	2,261 du
Residential	R-III	42	735 du	1,050 du
Residential	R-IV	0		
Subtotal Single Family		2,343 du	5,643 du	8,061 du
Subtotal Multi-Family		912 du	2,318 du	3,311 du
Total Residential		3,255 du	7,961 du	11,372 du
Office	O	0		
General Commercial	C	153	1,866,110 sq. ft.	2,665,872 sq. ft.
Regional Commercial	RC	0		
Total Commercial		653,400 sq. ft.	1,866,110 sq. ft.	2,665,872 sq. ft.
Industrial	IND	0		
Park/Golf Course	REC	0		
Open Space	OS	696	NA	NA
Specific Plan	SP	75		
Hillside	H	128	45 du	64 du
Agriculture	AG	0		
Institutional	INST	0		
Public	PUB	0		
TOTAL		2,708		

¹ Represents 70 percent of the maximum buildout of each district.

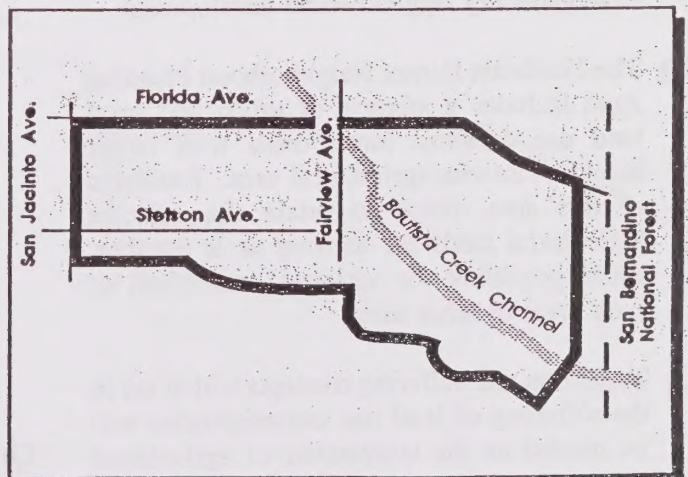
² Represents 100 percent of the maximum buildout of each district.



e. Southeast Hemet

Issues

- ❑ The Southeast Hemet Neighborhood Planning Area contains 6,871 acres of primarily unincorporated land.
- ❑ Existing development in the area is predominantly single family residential, rural residential, and agricultural. Development patterns in the west and central portion of the area are mixed, and tend to be interspersed with large vacant areas now being used for agriculture. Citrus groves dominate the southwest portion of this neighborhood in and around the Bautista Canyon area.



SOUTHEAST HEMET

- ❑ Major components of the Southeast Hemet Neighborhood's character include:

Community Development

- ▶ citrus groves in Bautista Canyon and the Santa Rosa Hills;
- ▶ expanding single family residential neighborhoods;
- ▶ custom homes and enclaves of half-acre lots east of Soboba Street;
- ▶ Little Lake;
- ▶ Hemet High School, Valle Vista Library, and two elementary schools;
- ▶ the Valle Vista community;
- ▶ trails and the citrus Heritage Park; and
- ▶ Meadowlark.

■ Development constraints within the area include a general lack of infrastructure and services which would support development. Lack of street improvements and flooding are particular problems. Although extension of infrastructure and urban services has long been planned for this area, such extensions have generally lagged behind development.

■ The Southeast Hemet Neighborhood Planning Area includes a mixture of urban and rural land use densities interspersed with larger blocks of interim agricultural uses. Residents of this area desire to retain the adjacent agricultural lands for as long as is feasible, while providing for ultimate conversion of such areas to other uses.

■ Transition and buffering concepts which aid in the softening of land use inconsistencies will be needed as the conversion of agricultural land occurs.

■ This particular neighborhood planning area has, in the recent past, been the location of a majority of the new single family development within the study area. This new development has increased the number of new young

families in the area. Such changes in the demographics of the area have put pressure on current recreational and social services which generally have not kept pace with new residential growth.

■ Current Riverside County land use policies do not set about the physical land use programs which will be needed to guide this area in the future. Establishing better coordination with the County, local residents and the City of Hemet to establish workable planning programs, will be of vital importance in this area's land use future.

Concepts

■ The development concept embodied in the General Plan Land Use map envisions primarily low density, single family development. Commercial development within the Southeast Neighborhood will occur along the Florida Avenue corridor, with a major commercial node located at the terminus of the Ramona Expressway. Multi-family development will be limited to transitional areas between the Florida Avenue commercial corridor and single family residential neighborhoods to the south, and will only extend as far east as Meridian Street.

The General Plan Land Use map designates the easternmost portions of the Southeast Hemet Neighborhood as Agriculture and Hillside, and defines a buffer/transition area between agricultural and the urban residential areas that are planned to the north.

■ It is anticipated that the agricultural lands within the Southeast Hemet Neighborhood will convert to a combination of urban and rural development over time. Such conversion needs to follow a comprehensive joint planning effort with the County and area residents and landowners which defines ultimate residential densities and the location of support commercial uses. In addition, the

comprehensive planning effort needs to make provision for a logical conversion pattern, the protection of existing agricultural uses during the transition period, and the development of adequate infrastructure to serve future uses.

Strategies

- (1) Encourage incorporation of existing groves into the design of future development as streetscapes (e.g. maintaining three rows of trees along the street within the ultimate master planned right-of-way), primary landscaping of individual parcels, "natural" landscape statements, or passive open space.
- (2) Work with Riverside County and area landowners to formulate a plan for the logical conversion over time of agricultural uses within the Southeast Hemet Neighborhood area to a combination of urban and rural uses. As part of this program, ensure that adequate land is reserved for neighborhood commercial development and recreational opportunities.
- (3) Work with Riverside County to ensure the provision of adequate buffers and transitions between urban and rural/agricultural land uses.

Examples of buffer and transition techniques are provided in the General Plan Design Appendix.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Southeast Hemet Neighborhood Planning Area are summarized in the following table:

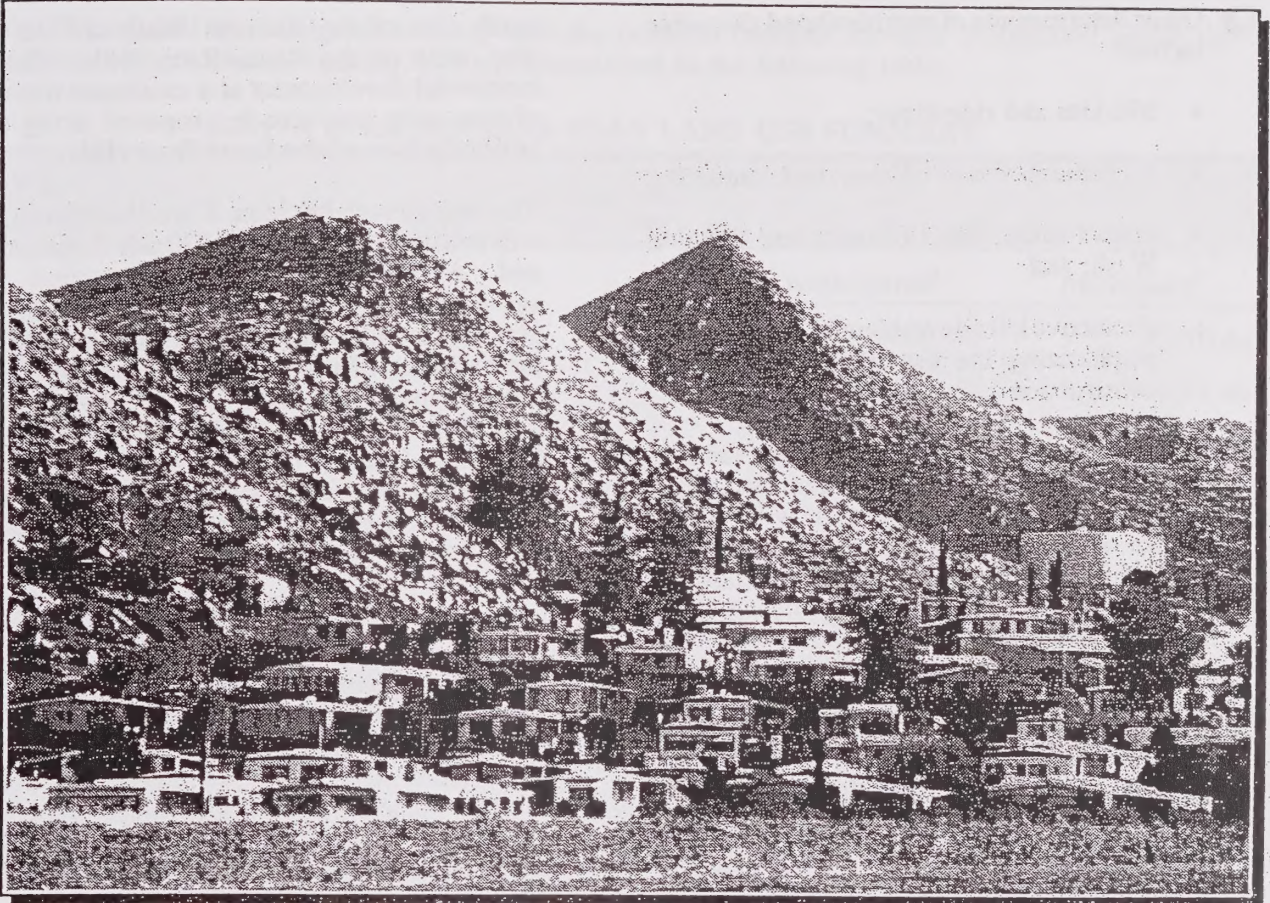
SOUTHEAST HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations	Acreage	Exist. Land Use (1988)	Build-Out Potential	
			Anticipated ¹	Maximum ²
Rural Residential	RR	44	15	22
Residential	R-I	1,659	8,129 du	11,613 du
Residential	R-II	149	1,773 du	2,533 du
Residential	R-III	19	332 du	475 du
Residential	R-IV	0		
Subtotal Single Family		5,908 du	16,029 du	22,899 du
Subtotal Multi-Family		779 du	2,105 du	3,008 du
Total Residential		6,687 du	18,134 du	25,907 du
Office	O	9	137,214 sq. ft.	196,020 sq. ft.
General Commercial	C	205	6,250,860 sq. ft.	8,929,800 sq. ft.
Regional Commercial	RC	0		
Total Commercial		588,060 sq. ft.	6,388,074 sq. ft.	9,125,820 sq. ft.
Industrial	IND	0		
Park/Golf Course	REC	0		
Open Space	OS	196	NA	NA
Specific Plan	SP	0		
Hillside	H	1,300	91 du	130 du
Agriculture	AG	3,181	7,794 du ³	11,134 du ³
Institutional	INST	21	NA	NA
Public	PUB	88	NA	NA
TOTAL		6,871		

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

³ A 3.5 du/acre land use intensity has been allocated for infrastructure purposes, see district definitions for further information regarding possible land use densities.

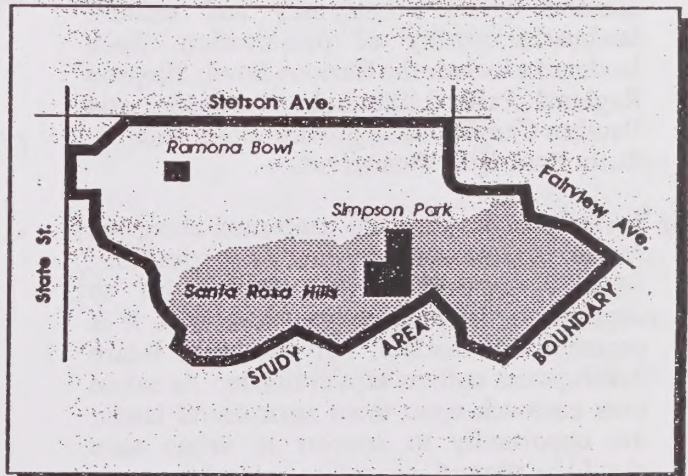


f. Santa Rosa

Issues

❑ The Santa Rosa Neighborhood Planning Area contains 7,644 acres, the majority of which is covered by hillside and agricultural lands. Portions of the hillside areas have been developed with single family residential uses. As is the case with the Southeast Hemet Neighborhood Planning Area, this area includes agricultural parcels within the Bautista Canyon area. Much of this canyon has been placed under the protection of the Williamson Act for agricultural preservation purposes. Undeveloped land in this area consists of foothills and bluffs below the steeper Santa Rosa Mountains.

❑ Although the area is predominantly within unincorporated territory and is intended for



Santa Rosa

rural residential uses, this neighborhood planning area includes many of the landmarks associated with the City, such as the Ramona Bowl, Hemet High School, Little Lake Reservoir, Simpson Park, the Santa Rosa Hills, and Bautista Canyon.

Community Development

❑ Other determinants of neighborhood character include:

- ▶ hillsides and ridgelines;
- ▶ implementation of hillside road standards;
- ▶ Hemet Butte, Mesa Grande, and Ramona Wash; and
- ▶ distinctive hillside residential development emphasizing the use of post and beam construction.

❑ The Southeast Hemet Neighborhood Planning Area includes a mixture of urban and rural land use densities interspersed with larger blocks of interim agricultural uses. It is a desire of the residents of this area to retain the adjacent agricultural lands for as long as is feasible, while providing for logical land use transitions over time to other uses.

❑ Foothill areas to the north of the Santa Rosa Hills are prime candidates for development, since much of the area along the lower foothills has already been lined with residential development.

❑ The Santa Rosa Neighborhood Planning Area contains several community and cultural landmarks worthy of preservation. Such landmarks include the Ramona Bowl, Simpson Regional Park, Little Lake Reservoir, and Bautista Canyon citrus groves, along with the Santa Rosa Hills themselves.

❑ Farmers in the area are concerned about the future commercial viability of agriculture. Most agricultural land holders wish to continue farming operations as long as it is economically feasible, but also want future development options kept available. As urban uses encroach upon these agricultural lands, the opportunity to convert to urban uses should be allowed, according to local farmers.

Concepts

❑ Future development within the Santa Rosa Neighborhood, as defined on the General Plan Land Use map, will be low density residential in character. Low density urban residential development is proposed to occur along the

north side of the Ramona Wash and in the area west of the Santa Rosa Hills. Rural residential development at a maximum density of two units per acre is proposed along the northerly face of the Santa Rosa Hills.

The majority of the Santa Rosa Neighborhood will consist of low density Hillside Residential and Agricultural uses. Transition of agricultural uses within this neighborhood planning is ultimately envisioned. Because of the existence of several agricultural preserves the southerly location of Santa Rosa's agricultural lands as compared to those of Southeast Hemet, the transition will occur over a longer period of time, and will be more rural in character than would be the case for Southeast Hemet.

Strategies

- (1) Encourage incorporation of existing groves into the design of future development as streetscapes (e.g. maintaining three rows of trees along the street within the ultimate master planned right-of-way), primary landscaping of individual parcels, "natural" landscape statements, or passive open space.
- (2) Incorporate agricultural lands within the Santa Rosa Neighborhood area into the plan for the logical conversion of agricultural uses within the Southeast Hemet Neighborhood.
- (3) Work with Riverside County to ensure the provision of adequate buffers and transitions between urban and rural/agricultural land uses.

Examples of buffer and transition techniques are provided in the General Plan Design Appendix.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Santa Rosa Neighborhood Planning Area are summarized in the following table:

SANTA ROSA GENERAL PLAN LAND USE SUMMARY

Land Use Designations		Acreage	Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	505		707 du	1,010 du
Residential	R-I	203		995 du	1,421 du
Residential	R-II	0			
Residential	R-III	0			
Residential	R-IV	0			
Subtotal Single Family			278 du	3,762 du	5,374 du
Subtotal Multi-Family			0	0	0
Total Residential			278 du	3,762 du	5,374 du
Office	O	0			
General Commercial	C	0			
Regional Commercial	RC	0			
Total Commercial					
Industrial	IND	0			
Park/Golf Course	REC	544		NA	NA
Open Space	OS	224		NA	NA
Specific Plan	SP	400		NA	NA
Hillside	H	5,072		355 du	507 du
Agriculture	AG	696		1,705 du ³	2,436 du ³
Institutional	INST	0			
Public	PUB	0			
TOTAL		7,644			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

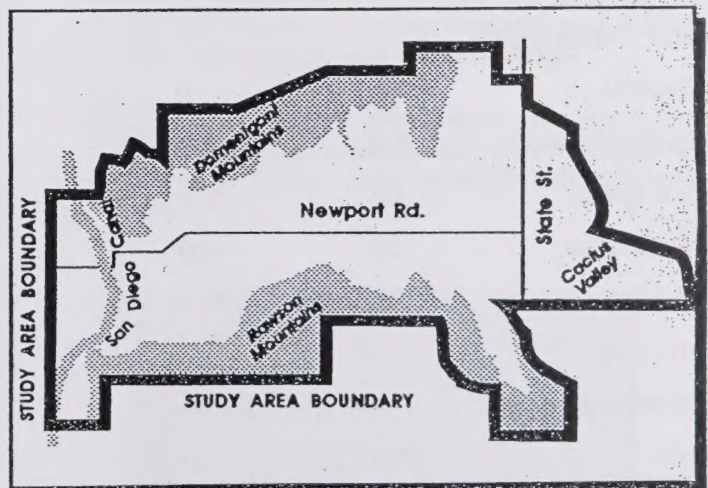
³ A 3.5 du/acre land use intensity has been allocated for long-term infrastructure planning purposes, see district definitions for further information regarding possible land uses densities.



g. Domenigoni/Diamond Valley

Issues

- The Domenigoni/Diamond Valley Neighborhood Planning Area is the largest of Hemet's neighborhoods, encompassing 12,621 acres. The area is made up of predominantly flat valleys between steep hillside drainage areas. Present access into and out of the area is limited to two major roadways. Newport Road provides east/west circulation through the Domenigoni Valley from the western border of the study area to State Street, which is the major north/south circulation route.



DOMENIGONI/DIAMOND VALLEY

- Existing land use in the area is characterized by rural residential and commercial agricultural uses.

- ❑ The Metropolitan Water District will construct a major reservoir within Domenigoni Valley. This project will permanently alter a large portion of the Valley, both within and outside the dam structure, eliminate most buildable land area in the valley, and will block Newport Road as a major east/west circulation route.

The reservoir will make Hemet a regional recreation destination, and also offers a tremendous recreation opportunity for study area residents. Although recreation concepts for the east dam area have been formulated, MWD has not completed definitive recreational development plans.

- ❑ Expansion of major recreational and urban uses into this area in the form of large-scale specific plans will necessitate the use of buffer and transition concepts to protect existing rural lifestyles and to soften potentially harsh changes in residential density.
- ❑ A large percentage of the Diamond Valley area is presently within a 100-year flood plain. Flood control facilities will have to be built to handle major drainage flows.
- ❑ Flood control channels provide a significant opportunity to anchor transition areas and provide recreation. However, flood control facilities and bridges over these facilities are expensive prerequisites for the buildout of proposed urban residential developments along State Street.
- ❑ Also needed to support buildout of planned urban development in this area is a westerly connection to replace Newport Road, as the third link in the regional circulation network to I-215.

Concepts

- ❑ The Domenigoni Reservoir and associated eastern dam recreation area will cover the majority of the Domenigoni/Diamond Valley Neighborhood Planning Area. However, until MWD completes definitive plans for the eastern dam recreation area, significant unknowns for the neighborhood's future will exist.
- ❑ The area east of the reservoir and south of existing Newport Road will be reserved for rural residential uses consistent with existing rural residential densities.
- ❑ North of Newport Road, a transition to urban densities was proposed as part of the McSweeney Farms East Specific Plan. As originally envisioned, the portion of the specific plan located southwest of Salt Creek would be developed at a density of one dwelling unit per acre, consistent with land to the south. Salt Creek would then function as an open space buffer, with urban residential development occurring to the northeast of the creek at two to three units per acre. However, with the development of the reservoir and major recreation facilities to the west of this area, the potential exists for development of recreation-oriented commercial uses in the area south of the creek.

Strategies

- (1) Work with MWD to ensure that their plan for the Domenigoni Reservoir's eastern dam recreation area is integrated into the Hemet community, and provide recreational opportunities for residents of the local, as well as regional, area.
- (2) Review the proposed McSweeney Farms East Specific Plan to identify opportunities for the creation of recreational and related commercial uses southwest of Salt Creek that will be mutually supportive with the recreational uses planned by MWD in the east dam recreational area.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Domenigoni/Diamond Valley Neighborhood Planning Area are summarized in the following table:

DOMENIGONI/DIAMOND VALLEY GENERAL PLAN LAND USE SUMMARY

Land Use Designations			Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	2,918		1,527 du	2,181 du
Residential	R-I	336		3,998 du	5,712 du
Residential	R-II	5		60 du	85 du
Residential	R-III	26		455 du	650 du
Residential	R-IV	0			
Subtotal Single Family			583 du	12,865 du	18,378 du
Subtotal Multi-Family			0	515 du	735 du
Total Residential			583 du	13,380 du	19,113 du
Office	O	0			
General Commercial	C	29		353,707 sq. ft.	505,296 sq. ft.
Regional Commercial	RC	0			
Total Commercial			0	353,707 sq. ft.	505,296 sq. ft.
Industrial	IND	0			
Park/Golf Course	REC	81		NA	NA
Open Space	OS	376		NA	NA
Specific Plan	SP	1,218		4,998 du	7,140 du
Hillside	H	0			
Agriculture	AG	7,632		2,342 du	3,345 du
Institutional	INST	0			
Public	PUB	0			
TOTAL		12,621			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT 00-1 CHANGING THE GENERAL PLAN LAND USE DESIGNATION OF 22.17± ACRES FROM RESIDENTIAL (R-II) 7-17 DU/AC TO COMMERCIAL, GENERALLY LOCATED ON THE NORTHWEST CORNER OF SANDERSON AND THORNTON AVENUES, AND DESIGNATION OF THORNTON AVENUE AS A LOCAL COLLECTOR STREET ON THE CIRCULATION PLAN FROM SANDERSON AVENUE TO CAWSTON AVENUE

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

GENERAL PLAN AMENDMENT 00-1

APPLICANT: Mark Cooper, Page Plaza Partners, LLC

LOCATION: Northwest corner of Sanderson Avenue and Thornton Avenue

WHEREAS, a public notice was published in The Hemet News giving notice of a public hearing to be held by the Planning Commission on General Plan Amendment 00-1. The public hearing was held before the Planning Commission on the 3rd day of April, 2001, at the hour of 6:00 p.m., with all testimony received being made a part of the public record; and,

WHEREAS, the Planning Commission unanimously recommended approval of General Plan Amendment 00-1; and,

WHEREAS, a public notice was published in The Hemet News giving notice of a public hearing to be held before the City Council on the 10th day of April, 2001 at the hour of 1:00 p.m., with all testimony received being made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff Report dated April 10, 2001 and in consideration of the evidence received at the hearing, and for the reasons discussed by the Council members at said hearing, the City Council now finds as follows:

SECTION 1: City Council Approval

1. The City Council amends the General Plan, changing the land use designation of 22.17± acres from Residential (R-II) 7-17 cu/ac to commercial, generally located on the northwest corner of Sanderson Avenue and Thornton Avenue.
2. The City Council amends the designation of Thornton Avenue to a local collector on the Circulation Plan from Sanderson Avenue to Cawston Avenue.

PASSED, APPROVED, AND ADOPTED this 10th day of April, 2001, by the following vote:

AYES: Council Members Alberg, Meadows, Tandy, Van Arsdale and Mayor Lowe

NOES: None

ABSTAIN: None

ABSENT: None

C. Robin Reeser Lowe
C. Robin Reeser Lowe, Mayor

ATTEST:

APPROVED AS TO FORM:

Gene Graves
Gene Graves, City Clerk
Deputy

Julie Hayward Biggs
Julie Hayward Biggs, City Attorney
Deputy

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST Lisa B. Phillips
CITY CLERK, CITY OF HEMET, CALIFORNIA
April 18 2002

CITY COUNCIL RESOLUTION NO. _____
GENERAL PLAN AMENDMENT 00-1 - PAGE COMMUNITY PLAZA

RESOLUTION NO. 3544

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET, CALIFORNIA APPROVING A MITIGATED NEGATIVE
DECLARATION WITH DE MINIMIS FINDINGS FOR GENERAL
PLAN AMENDMENT 00-1 AND SPECIFIC PLAN 00-1 - PAGE
COMMUNITY PLAZA, AMENDING THE PAGE RANCH
PLANNED COMMUNITY MASTER PLAN (PCD 79-93)

WHEREAS, a mitigated negative declaration was prepared and circulated for
General Plan Amendment 00-1 and Specific Plan 00-1:

APPLICANT: Mark Cooper, Page Plaza Partners, LLC

LOCATION: Northwest corner of Sanderson and Thornton Avenues and
Southwest corner of Sanderson Avenue and Stetson Avenue

WHEREAS, the Mitigated Negative Declaration was prepared and circulated for public
review between March 9th and March 29th, 2001; and,

WHEREAS, notice was duly given in The Press Enterprise Newspaper of a public
hearing on the project and the intent to adopt a mitigated negative declaration, and oral and
written comments, pro and con, were considered by the City Council; and,

WHEREAS, all the requirements of the California Environmental Quality Act (as
amended) have been met for the consideration of whether the project will have a significant
effect on the environment; and,

NOW, THEREFORE, in consideration of the evidence and findings in the Staff Report
dated April 10, 2001 and in consideration of the evidence received at the hearing, and for the
reasons discussed by the Council members at said hearing, the City Council now finds as
follows:

SECTION 1: Environmental Findings.

- A. An Initial Study was completed in compliance with the California Environmental Quality
Act and did not identify any potentially significant environmental effects as a result of
the project; and,
- B. As a result of the conclusion of the Initial Study, this project will have no potential
adverse environmental effects on wildlife resources; and,
- C. The City Council has independently reviewed, analyzed, and considered the proposed
Mitigated Negative Declaration prior to making its decision on the project, and the
Negative Declaration with de minimis findings reflects the independent judgement of
the City of Hemet; and,

SECTION 2: City Council Approval

A Mitigated Negative Declaration for General Plan Amendment 00-1 and Specific Plan 00-1
is hereby approved as set forth in Exhibit 1-EA, attached hereto and incorporated herein by this

1 reference. Any modification to the Mitigated Negative Declaration shall be in compliance with
2 the California Environmental Quality Act, the City of Hemet CEQA guidelines and other
3 applicable state and local ordinances.
4

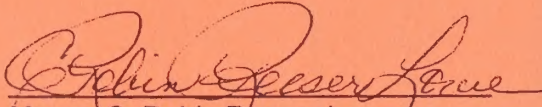
5
6 PASSED, APPROVED, AND ADOPTED this 10th day of April, 2001, by the following vote:

7
8 AYES: Council Members Alberg, Meadows, Tandy, Van Arsdale and Mayor Lowe

9
10 NOES: None

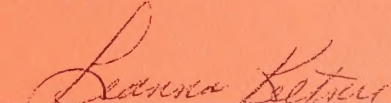
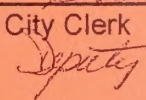
11
12 ABSTAIN: None

13
14 ABSENT: None

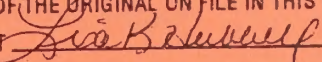
15
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17 
18 Mayor, C. Robin Reeser Lowe

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20
21
22 ATTEST:

23 APPROVED AS TO FORM: 1

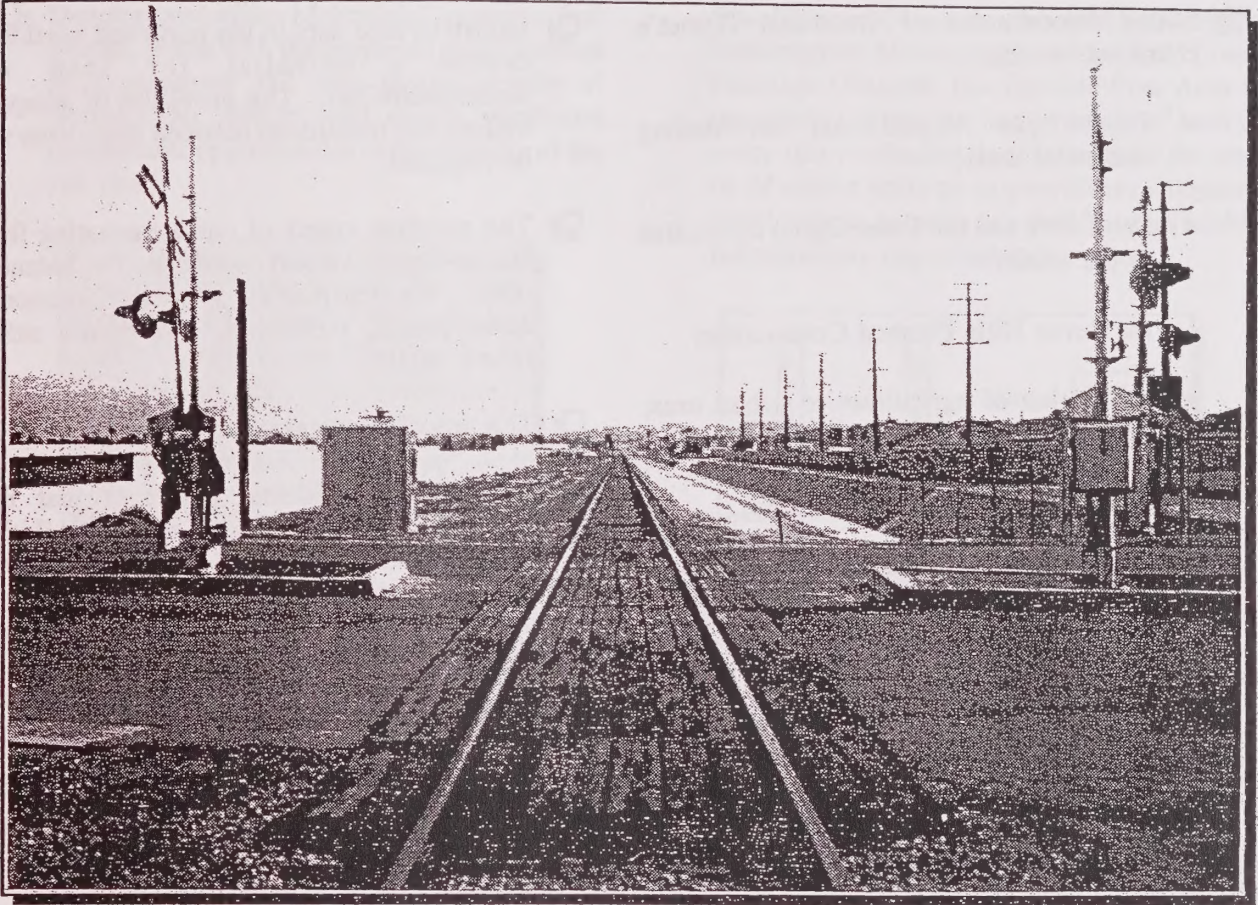
24
25 
26 Gene Graves, City Clerk
27 

Julie Hayward Biggs, City Attorney

THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST 
CITY CLERK, CITY OF HEMET, CALIFORNIA

April 18 20 02

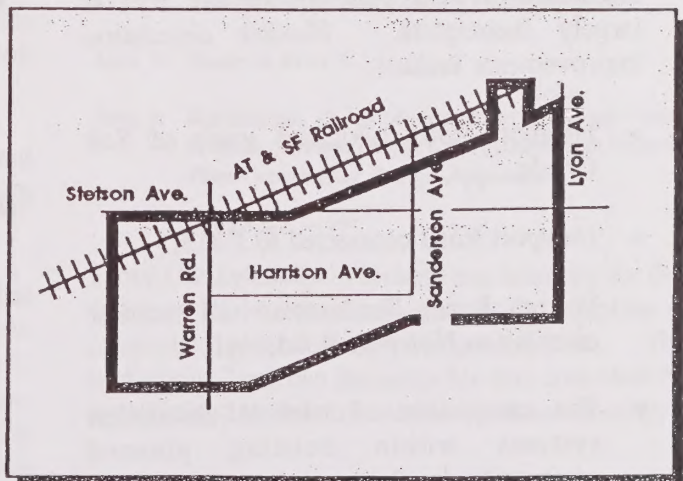
CITY COUNCIL RESOLUTION NO. _____
GENERAL PLAN AMENDMENT 00-1 - PAGE COMMUNITY PLAZA



h. Southwest Hemet

Issues

- ❑ The Southwest Hemet Neighborhood Planning Area contains 3,212 acres of land at the base of the Domenigoni Mountains. Although the predominant existing land use in the area remains agriculture, several major development projects, encompassing over half of the land area within this neighborhood, have been approved or are planned. Major projects include the Page Ranch, a 1,210-acre planned community featuring a mixture of residential and commercial uses; Seven Hills Planned Community, a 239-acre golf resort community serving primarily senior residents; and Terra Linda, a 293-acre



SOUTHWEST HEMET

residential development. This area is also the site of the Hemet City Corporate Yard.

Community Development

❑ Major determinants of Southwest Hemet's character include:

- ▶ Hemet-Ryan Airport and surrounding industrial lands;
- ▶ Salt Creek and the Domenigoni mountains to the south;
- ▶ the Seven Hills Planned Community;
- ▶ conversion of agriculture to urban uses; and
- ▶ Southwest Park and High School.

❑ Area circulation includes Lyon, Kirby and Sanderson Avenues and (old) Warren Road as north/south roadways; Stetson Avenue which runs through the northern half of the neighborhood area; and Simpson Avenue which enters the neighborhood from the west at the General Plan Study Area boundary to (old) Warren Road.

❑ Although Southwest Hemet includes several large planned communities, the major circulation system planned for the area is largely incomplete. Needed circulation improvements include:

- ▶ Newport Road relocated south of Salt Creek;
- ▶ Newport Road connected to I-215;
- ▶ Warren Road, Sanderson - all weather crossing to Newport Road; and
- ▶ The completion of internal circulation systems within existing planned community developments.

❑ A portion of the area is impacted by the Hemet-Ryan Airport Influence Area. The intensity of future industrial development will be limited in areas subject to airport-related land use restrictions.

❑ Industrial land uses to the north and northwest create a potential for land use incompatibilities. The provision of adequate buffers and transitions between these uses will be required.

❑ The negative aspect of noise emanating from Hemet-Ryan Airport needs to be balanced with the airport's positive economic development, recreation, and public safety functions.

❑ The potential extension of Seven Hills Drive to Lyon Avenue has created controversy. Seven Hills residents' desire is that this connection not be made, thus prohibiting through traffic along what has become a quiet residential street. Although the extension is not a critical link in area traffic now, any changes in future circulation patterns would displace future traffic into surrounding neighborhoods.

❑ Within Southwest Hemet are several edges between residential and industrial areas. The development of adequate buffers along these edges will be necessary.

❑ Overall, even though residential development within Southwest Hemet is dominated by planned communities, the area is generally without focal points and lacks a sense of place.

❑ Several areas of significant biological sensitivity have been identified along the San Diego Aqueduct. Development within this area needs to address appropriate consideration for protection or relocation of those unique biological resources.

Further information on biological resources is included within the Resource Management Element.

Community Development

- Development of the Metrolink Commuter Rail system, along with the proposed establishment of a commuter rail stop in the vicinity of Hemet-Ryan Airport will create significant commercial opportunities in the vicinity of the rail line.

Additional information on the Metrolink Commuter Rail system and the establishment of commuter rail stops within the Hemet area is included in the Transportation Element.

Concepts

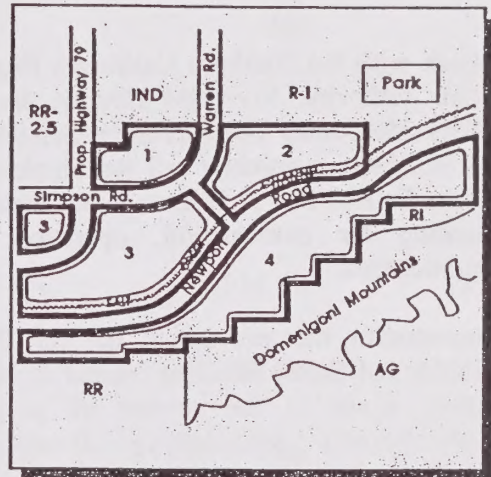
- The development concept envisioned for Southwest Hemet, as illustrated on the General Plan Land Use map, maintains the existing approved land uses for Page Ranch and Seven Hills. Residential land uses outside of these planned communities are intended to be primarily single family in nature; multi-family uses are proposed along Lyon Avenue and as a transitional use between commercial development on Stetson Avenue and single family neighborhoods to the south within Page Ranch.

Major industrial development is proposed surrounding Hemet-Ryan Airport, focusing on light industry and distribution uses.

In recognition of the regional function that New Warren Road will have as the likely new State Route 79, a major commercial node is proposed at the intersection of New Warren Road and Simpson Road. The potential location of a Metrolink commuter rail station along the Santa Fe rail line at Warren Road creates the potential for expanding commercial uses in the area.

- Southwest Specific Plan:** Single Family Residential.

Development Concept: Located between the Domenigoni Mountains and the Salt Creek Drainage Channel, this Specific Plan Area is intended to aggregate large parcels of land in order that residential development in the area be of such a scale as to provide an integrated development pattern, as well as appreciable infrastructure improvements.



Area 1: Commercial/Industrial to be consistent with industrial land use to the north.

Area 2: Residential, 2 to 4 dwelling units per acre.

Area 3: Same as Area 2.

Area 4: Residential, 2 to 4 dwelling units per acre. Hillside development to be consistent with General Plan Community Design Appendix.

Land Use Intensity: The land use intensity for this category will be determined upon the adoption of a specific plan for the designated area. The underlying land use intensity for this area shall be residential 2-4 du/acre overall land use density.

Strategies

- (1) Work with Riverside County to prepare an infrastructure development plan for the industrial areas surrounding the airport.

Community Development

For further information, see the Western Unincorporated Study Area discussion within the City Boundaries portion of this Element.

- (2) Work with the Southern California Regional Rail Authority, Riverside County, and the Riverside County Transportation Commission to establish a commuter rail station along the Santa Fe Rail line at Warren Road, including funding for construction, operation, and maintenance.
- (3) Incorporate the provisions of the Public Health and Safety Element related to airport safety zones in the review of proposed developments surrounding Hemet-Ryan Airport.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Southwest Hemet Neighborhood Planning Area are summarized in the following table:

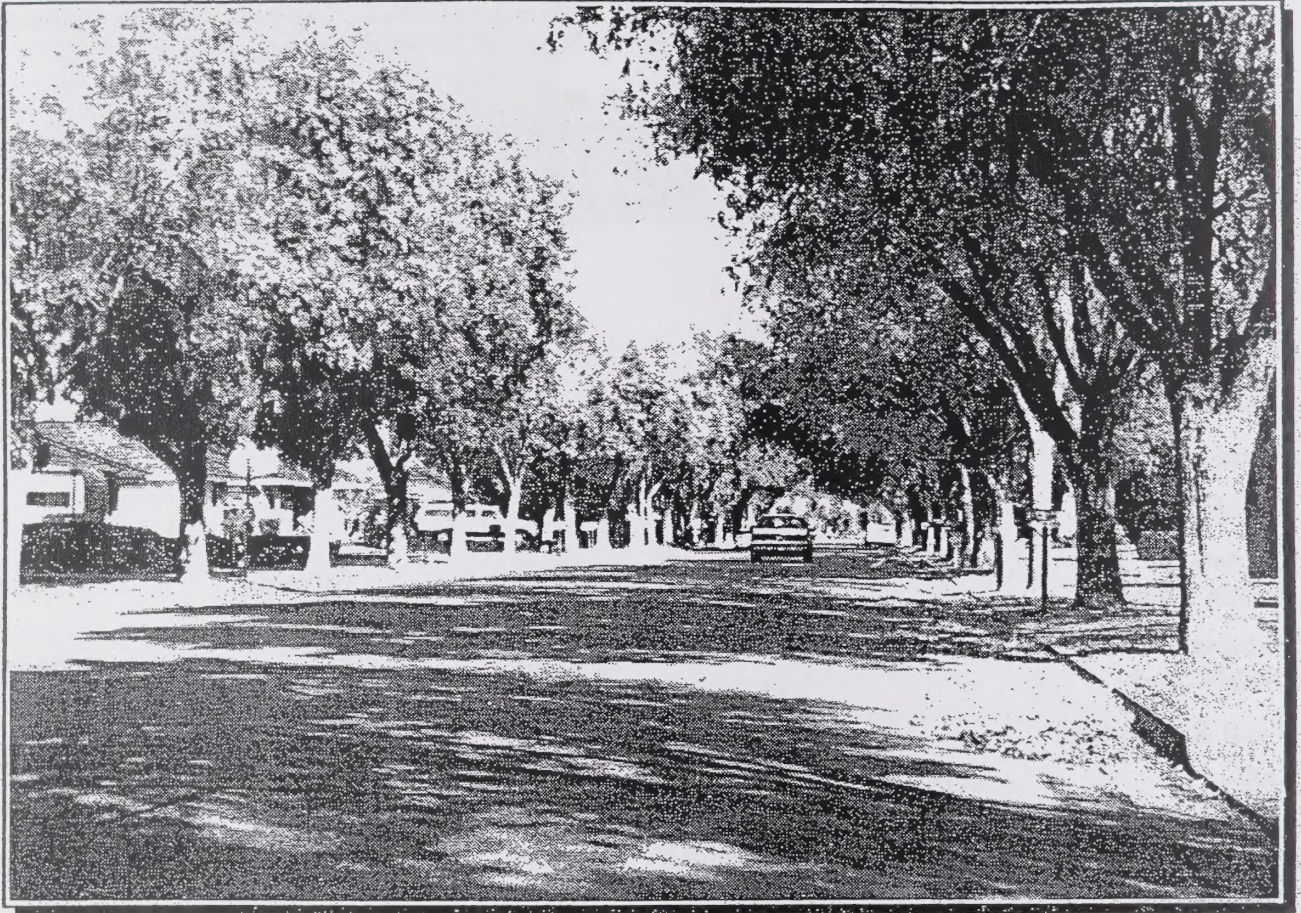
SOUTHWEST HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations		Acreage	Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	374		105	149
Residential	R-I	1,156		5,664 du	8,092 du
Residential	R-II	265		3,154 du	4,505 du
Residential	R-III	0			
Residential	R-IV	0			
Subtotal Single Family			2,472 du	7,916 du	11,309 du
Subtotal Multi-Family			153 du	3,154 du	4,505 du
Total Residential			2,625 du	11,070 du	15,814 du
Office	O	9		137,214 sq. ft.	196,020 sq. ft.
General Commercial	C	115		1,402,632 sq. ft.	2,003,760 sq. ft.
Regional Commercial	RC	0			
Total Commercial			52,270 sq. ft.	1,539,846 sq. ft.	2,199,780 sq. ft.
Industrial	IND	672	121,970 sq. ft.	10,025,769 sq. ft.	14,322,528 sq. ft.
Park/Golf Course	REC	162		NA	NA
Open Space	OS	51		NA	NA
Specific Plan	SP	323		2,147 du	3,068 du
Hillside	H	0			
Agriculture	AG	0			
Institutional	INST	15		NA	NA
Public	PUB	0			
Other		70		NA	NA
TOTAL		3,212			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

Community Development



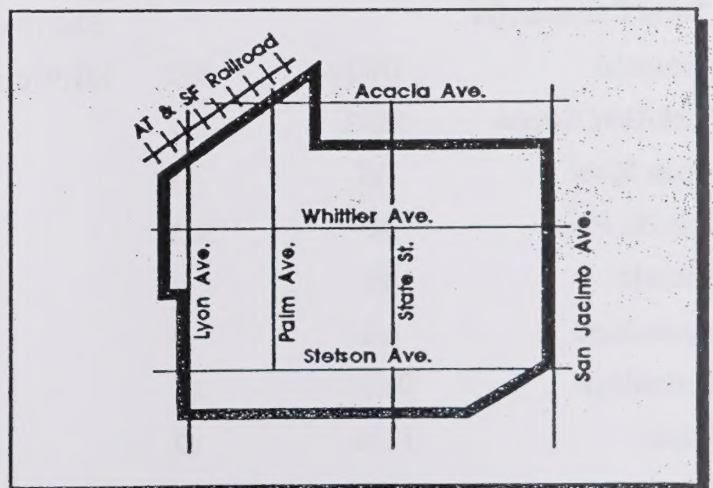
i. South Central Hemet

Issues

■ The South Central Hemet Neighborhood Planning Area contains 1,465 acres of land, the majority of which has been developed. Development in this area can be characterized as predominantly older single family residential uses with multi-family development located at various locations throughout the neighborhood. Commercial development is generally located along State Street and at the intersection of State Street and Stetson Avenue.

■ Key determinants of the character of the South Central Hemet Neighborhood area include:

- ▶ Senior neighborhoods and convalescent facilities;



SOUTH CENTRAL HEMET

- ▶ large concentrations of mobilehome development;
- ▶ the commercial node at the intersection of State and Stetson;
- ▶ Echo Hills and Buena Vista planned developments; and
- ▶ narrow streets with dips along north-south streets.

Concepts

❑ Major circulation routes in the area include State Street, which runs north/south through the entire General Plan Study Area, and Stetson and Whittier Avenues, which bisect the neighborhood planning area in an east/west direction.

❑ Traffic circulation in the area is hampered by the lack of future right-of-way improvement potential along State Street. This is a particular issue at Stetson Avenue, where right-of-way is not available to carry traffic through the intersection at an acceptable level of service.

❑ A series of shallow drainage dips located in the roadway along State Street between Stetson Avenue and Florida, as well as along the local street system, continues to be an irritant to through traffic.

❑ The infill of higher density uses in the area remains an issue as older single-family residential is transitioned to multi-family densities.

❑ Other issues facing South Central Hemet include:

- ▶ a lack of trees in several areas; and
- ▶ a need for neighborhood identity and focal points.

❑ The development concept for South Central Hemet focuses on the preservation of existing residential neighborhoods. This neighborhood area is largely built out, and significant revisions to existing land use patterns are not proposed.

❑ Several senior-oriented developments exist in this neighborhood area. With the potential of additional senior housing and facilities likely, it is the desire of the community to preserve, protect and encourage senior developments within this neighborhood.

Strategies

- (1) As part of the review of residential development applications within Central Hemet, apply General Plan concepts and strategies related to infill development and the protection of senior neighborhoods.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the South Central Hemet Neighborhood Planning Area are summarized in the following table:

SOUTH CENTRAL HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations		Acreage	Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	0			
Residential	R-I	728		3,567 du	5,096 du
Residential	R-II	400		4,760 du	6,800 du
Residential	R-III	90		1,575 du	2,250 du
Residential	R-IV	27		756 du	1,080 du
Subtotal Single Family			5,101 du	7,137 du	10,196 du
Subtotal Multi-Family			1,317 du	3,521 du	5,030 du
Total Residential			6,418 du	10,658 du	15,226 du
Office	O	0			
General Commercial	C	109		1,329,451 sq. ft.	1,899,216 sq. ft.
Regional Commercial	RC	0			
Total Commercial			757,944 sq. ft.	1,329,451 sq. ft.	1,899,216 sq. ft.
Industrial	IND	41	679,536 sq. ft.	750,103 sq. ft.	1,071,576 sq. ft.
Park/Golf Course	REC	50		NA	NA
Open Space	OS	6		NA	NA
Specific Plan	SP	0			
Hillside	H	0			
Agriculture	AG	0			
Institutional	INST	10		152,460 sq. ft.	216,800 sq. ft.
Public	PUB	4			
TOTAL		1,465			

¹ Represents 70 percent of the maximum buildout of each district.

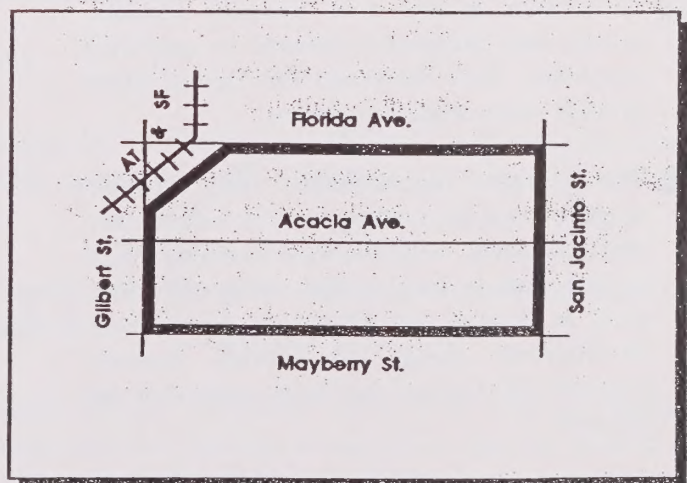
² Represents 100 percent of the maximum buildout of each district.



j. Downtown

Issues

- ❑ The Downtown Hemet Neighborhood Planning Area encompasses 273 acres, most of which has been developed. This Neighborhood Planning Area includes a mixture of single and multi-family residential, commercial, and office development. Major commercial and office uses are oriented along State Street and Florida Avenue.
- ❑ The key components of Downtown Hemet's character include:
 - ▶ palm-lined street scene along Florida Avenue, with buildings located at the street;



DOWNTOWN HEMET

- ▶ narrow, tree-lined streets with broad canopy trees arching over the pavement, giving neighborhoods a "midwestern" feel;

Community Development

- ▶ street scenes that are not dominated by garages due to the use of an alley system and detached garages;
- ▶ schools, churches, and post office;
- ▶ convenient pedestrian access within commercial areas;
- ▶ transition in land use from commercial along Florida Avenue to multi-family and single family residential to the south; and
- ▶ increasing traffic.

East of State Street is a mix of well-maintained older homes whose integrity needs to be protected from the expansion of multi-family uses. West of State Street, the existing neighborhood consists of a mix of single family and multi-family uses. The single family residences are generally not as well maintained as homes to the east of State. In addition, many of the multi-family projects are out of scale and character with adjacent single family dwellings.

Circulation in the area includes Florida, Acacia and Mayberry Avenues as east/west roadways. State Street and San Jacinto Street provide north/south circulation.

The City's dependence on through neighborhood circulation patterns will subject the Downtown Neighborhood Planning Area to increases in local traffic along collectors such as Acacia and Mayberry Avenues as development along the Florida Avenue commercial corridor increases congestion in the area.

The infill of higher density uses in the area remains an issue as older single family residential is transitioned to multi-family densities. Integration of multi-family development onto the area's narrow street system and small lots will be important.

As residential and commercial development continues to expand from the City core, maintaining a mix of viable commercial land uses within the downtown area may prove difficult.

The existence of commercial, multi-family, and single family development in close proximity creates the need for provision of appropriate transitions between uses.

Concepts

The overall development concept for the Downtown Hemet Neighborhood area is to maintain the Florida Avenue corridor for commercial uses. In general, professional office development will be used as a transition between commercial areas and residential areas to the south. Commercial development will also extend in a linear fashion along State Street to the southerly Neighborhood boundary.

It is the intent of the City to maintain the integrity of residential uses along Acacia and Gilbert. It is anticipated that the single family neighborhoods west of State Street and in the eastern portion of the Neighborhood east of Buena Vista will continue to transition to multi-family use, but that greater attention will be paid to ensure that new development is compatible with the scale and character of surrounding uses.

Farmers Fair: 78.5-acre Business Park/Office Development.

Development Concept: This Future Specific Plan site provides the opportunity for the development of a large scale business park concept which would include commercial uses along the Florida Avenue frontage, transitioning to business park, larger-scale

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET APPROVING GENERAL PLAN AMENDMENT 99-2A
AND 992B TO AMEND THE GENERAL PLAN LAND USE
MAP FOR THE AREA BOUNDED ON THE NORTH BY
ESPLANADE AVENUE, ON THE SOUTH BY MENLO
AVENUE, ON THE WEST BY THE EXTENSION OF MYERS
STREET AND THE EAST BY SANDERSON AVENUE AND
TO AMEND THE GENERAL PLAN TEXT REGARDING THE
HUB OF THE VALLEY CONCEPT AND STRATEGIES

WHEREAS, an application for a General Plan Amendment to the Land Use Map
and Text was initiated and duly filed by:

APPLICANT: Warren D. Hulbert and the City of Hemet
LOCATION: Esplanade Avenue on the north, Sanderson Avenue on the
east, Myers Street on the west, and Menlo Avenue on the
south.

WHEREAS, notice was duly given of the public hearing on the General Plan
Amendment 99-2A and 99-2B. The public hearing was held before the City Council on the
9th day of November 1999, at the hour of 1:00 p.m., with all testimony received being
made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff
Report dated October 15, 1999, and in consideration of the evidence received at the
hearing, and for the reasons discussed by the Council at said hearing, the City Council
now finds, determines and resolves as follows:

Section 1: Environmental Findings.

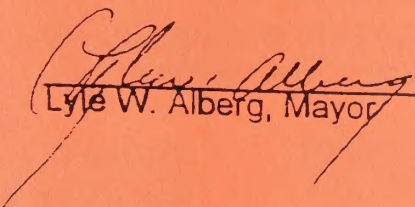
- A. An Initial Study was completed in compliance with the California Environmental
Quality Act and did not identify any potentially significant environmental effects as
a result of the project; and,
- B. As a result of the Initial Study, this project has no potential to have adverse
environmental effects on wildlife resources; and
- C. The City Council has independently reviewed, analyzed, and considered and
adopted Negative Declarations prior to making its decision on the project, and the
Negative Declarations with de minimis findings reflect the independent judgement
of the City of Hemet; and

Section 2: City Council Action.

- A. The City Council hereby amends the General Plan text as shown in Exhibit A,

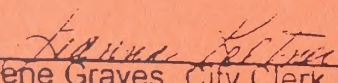
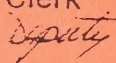
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10 PASSED, APPROVED, AND ADOPTED this 9th day of November 1999 by the
11 following vote:

12 AYES: Council Members Lowe, Meadows, Tandy, Van Arsdale and Mayor Alberg
13 NOES: None
14 ABSTAIN: None
15 ABSENT: None
16
17
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20 
21 Lyle W. Alberg, Mayor
22
23
24

25 ATTEST:

26 APPROVED AS TO FORM:

27 
28 Gene Graves, City Clerk
29 

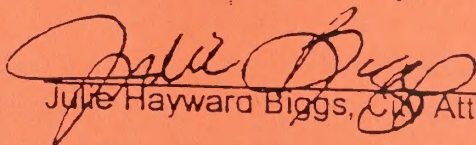

Julie Hayward Biggs, City Attorney

EXHIBIT A-1

GENERAL PLAN AMENDMENT 99-2B

On page II-A-37 and on page II-A-66 add the following bullet under the first bullet under Concepts for both pages:

- It is important to create a major activity "HUB" in the center of the San Jacinto Valley. The HUB will create a reason for people to visit the downtown, increase property values, attract private investment, create an environment for people to gather day or night, where it is safe and desirable, and increase retail sales. The HUB will link the existing major land uses between San Jacinto Avenue and State Street in such a way as to enhance pedestrian circulation, and enhance vehicular circulation. The area will include a Multi-modal Transportation Center. Through the construction and attraction of new land uses, combined with new public uses, activities will be enhanced.

On page II-A-40 add the following Strategy:

- (4) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

On page II-A-67 add the following Strategy:

- (3) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

Community Development

warehousing, and eventually light industrial uses along the rail corridor. Support office and commercial uses would be appropriate for development internal to the site.

As part of the Future Specific Plan of development, an integrated internal circulation system should be designed to limit the amount of impact along Florida Avenue and surrounding surface streets.

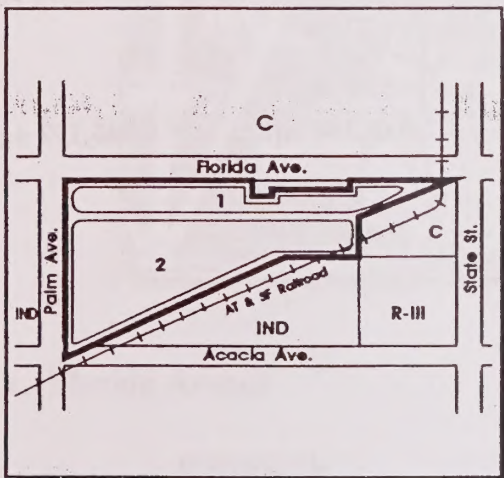
In addition to the fair property, it is recognized that a substantial portion of the street frontage is taken up by existing and former auto dealerships. Since many dealers will be moving to the developing auto mall along the west end of the commercial corridor, the opportunity for development of additional commercial along Florida Avenue will be considered as part of this Future Specific Plan area, and will be subject to the General Plan policies. The redevelopment of the Florida Avenue frontage now taken up with auto dealerships also provides an opportunity to open up views into the Farmers Fair site, thereby enhancing the site's commercial viability.

Land Use Intensity: The land use intensity for this category will be determined upon the adoption of a specific plan for the designated area. The underlying land use intensity for this area shall remain Industrial [IND] with a Floor Area Ratio of 0.60.

Strategies

- (1) As part of the review of proposed multi-family developments, apply General Plan concepts and strategies related to infill development.
- (2) As part of the development review process, require the provision of adequate buffers along the boundary between commercial and residential uses, and between multi-family and single family development.

Examples of infill and buffer techniques are presented in the General Plan Design Appendix.



Area 1: Mixed use commercial/business park oriented toward the Florida Avenue commercial corridor.

Area 2: Mixed use business park/industrial uses.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Downtown Hemet Neighborhood Planning Area are summarized in the following table:

DOWNTOWN HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations	Acres	Exist. Land Use (1988)	Build-Out Potential	
			Anticipated ¹	Maximum ²
Rural Residential RR	0			
Residential R-I	45		221 du	315 du
Residential R-II	28		333 du	476 du
Residential R-III	62		1,085 du	1,550 du
Residential R-IV	0			
Subtotal Single Family		808 du	221 du	315 du
Subtotal Multi-Family		379 du	1,418 du	2,026 du
Total Residential		1,186 du	1,639 du	2,341 du
Office O	20		304,920 sq. ft.	435,600 sq. ft.
General Commercial C	58		707,414 sq. ft.	1,010,592 sq. ft.
Regional Commercial RC	0			
Total Commercial		509,650 sq. ft.	1,012,334 sq. ft.	1,446,192 sq. ft.
Industrial IND	0			
Park/Golf Course REC	0			
Open Space OS	0			
Specific Plan SP	0			
Hillside H	0			
Agriculture AG	0			
Institutional INST	2		30,492 sq. ft.	43,560 sq. ft.
Public PUB	58		NA	NA
TOTAL	273			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.



k. Florida Avenue

Issues

- ❑ The Florida Avenue Neighborhood Planning Area contains 1,415 acres of land in the west central portion of the General Plan study Area. Existing land uses in the area include predominantly industrial uses in and around

the Hemet-Ryan Airport, and commercial uses along Florida Avenue. Additional residential development is located just north of the airport near the intersection of Meyers Street and Florida Avenue and in the northeast corner of the neighborhood area.

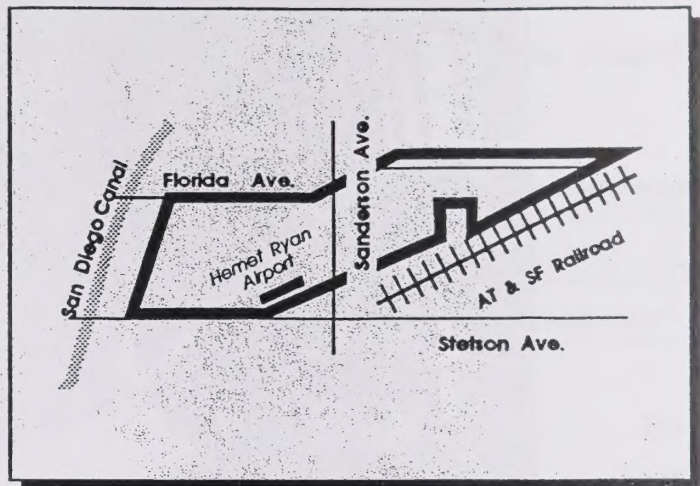
Community Development

❑ Key components of the Florida Avenue neighborhood's character include:

- ▶ Hemet-Ryan Airport and surrounding industrial uses;
- ▶ airport-related noise;
- ▶ edges between commercial/industrial and residential uses;
- ▶ large scale, self contained development of all kinds -- industrial, commercial, and residential;
- ▶ senior housing, including mobilehome and travel trailer parks;
- ▶ Hemet Valley Mall, Hemet Valley Auto Mall, Wal-Mart, and major commercial development;
- ▶ Warren Road as right-of-way for Highway 79 realignment;
- ▶ Santa Fe rail line; and
- ▶ sensitive biological resources along the San Diego Aqueduct.

❑ Circulation routes in and through the area include Florida Avenue, Acacia Avenue and Stetson Street, which run east/west; and Warren Road, Sanderson Avenue, Kirby Street, Lyon Avenue and Palm Avenue running north/south. Major land uses include the Hemet-Ryan Airport, around which a majority of the existing industrial land is located, and the Hemet Valley Auto Mall along the Florida Avenue commercial corridor.

❑ A majority of this neighborhood is impacted by the Hemet-Ryan Airport Influence Area, which may restrict the intensity of development within the southwest portion of the neighborhood.



FLORIDA AVENUE

❑ Industrial land uses within this area increase the potential for incompatible land uses to be placed in close proximity to one another. The buffering and transition of these uses is an important issue.

❑ The negative aspects of noise emanating from the Hemet-Ryan Airport will need to be balanced with the potential positive economic impact from future airport expansion plans.

❑ Although industry around the Hemet-Ryan Airport is a logical land use choice, appropriate infrastructure is currently lacking. Major infrastructure improvements must be made to serve this future industrial area. Much of this area is unincorporated; however, the City may be in a better position to ensure that necessary facilities are provided.

Concepts

❑ The development concept for the Florida Avenue Neighborhood features the creation of a regional commercial node at the southeast corner of Florida and Warren avenues focused on the Hemet Valley Auto Mall. Thus, lands to the east, west, and south of the auto mall would be devoted to commercial enterprises aimed at a regional, rather than a strictly local market. to implement this concept, a "regional commercial" zone would be added to the municipal code.

As commercial development is extended beyond the auto mall, provision of local access to adjacent parcels will be necessary. Thus the General Plan Land Use Map indicates the extension of a local collector roadway south from Florida Avenue.

Existing residential development approvals within this neighborhood are recognized on the General Plan Land Use Map. In addition, the Land Use Map proposes the development of buffer/transition areas between this neighborhood's residential and commercial/industrial uses.

Industrial development constitutes the major proposed land use within the Florida Avenue Neighborhood Area, encompassing over one-third of its land area. Because the majority of this industrial land is located within unincorporated territory and lacks the infrastructure necessary for jobs-producing development, a joint effort between the City and County is proposed to define a program for infrastructure financing and improvements.

Strategies

- (1) As part of the development review process, require the provision of adequate buffers along the boundary between commercial and residential uses, and between multi-family and single family development.

Examples of infill and buffer techniques are presented in the General Plan Design Appendix.

- (2) Work with Riverside County to prepare an infrastructure development plan for the industrial areas surrounding the airport.

For further information, see the Western Unincorporated Study Area discussion within the city Boundaries portion of this Element.

- (3) As part of the development review process, ensure that the provisions of the Public Health and Safety Element related to airport land use compatibility within identified safety and transition zones are implemented.
- (4) Promote the regional nature of the Warren Road corridor.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Florida Avenue Neighborhood Planning Area are summarized in the following table:

FLORIDA AVENUE GENERAL PLAN LAND USE SUMMARY

Land Use Designations	Acreage	Exist. Land Use (1988)	Build-Out Potential	
			Anticipated ¹	Maximum ²
Rural Residential RR	0			
Residential R-I	17		83 du	119 du
Residential R-II	116		1,380 du	1,972 du
Residential R-III	35		612 du	875 du
Residential R-IV	0			
Subtotal Single Family		1,054 du	1,325 du	1,894 du
Subtotal Multi-Family		469 du	750 du	1,072 du
Total Residential		1,523 du	2,025 du	2,966 du
Office O	6		91,476 sq. ft.	130,680 sq. ft.
General Commercial C	414		5,049,475 sq. ft.	7,213,536 sq. ft.
Regional Commercial RC	203		2,475,950 sq. ft.	3,537,072 sq. ft.
Total Commercial		2,639,735 sq. ft.	7,616,901 sq. ft.	10,881,288 sq. ft.
Industrial IND	594	601,128 sq. ft.	6,659,453 sq. ft.	9,513,504 sq. ft.
Park/Golf Course REC	10		NA	NA
Open Space OS	6		NA	NA
Specific Plan SP	0			
Hillside H	0			
Agriculture AG	0			
Institutional INST	0			
Public PUB	20		NA	NA
TOTAL	1,415			

¹ Represents 70 percent of the maximum buildout of each district.

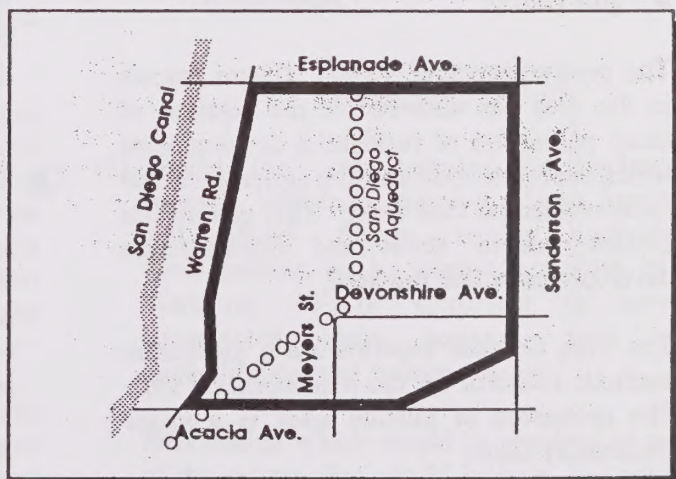
² Represents 100 percent of the maximum buildout of each district.



1. Northwest Hemet

Issues

- ❑ The Northwest Hemet Neighborhood Planning Area is comprised of 1,991 acres of land. Sanderson Avenue and Warren Road make up the north/south circulation routes in the area, with Florida Avenue, Devonshire Avenue, Menlo Avenue, and Esplanade Avenue handling the east/west traffic flow.
- ❑ This neighborhood planning area is checkered with residential development of different types and densities. A significant amount of agricultural uses still exist between the residential developments. The Tres Cerritos foothills are located in the



NORTHWEST HEMET

northwest portion of this neighborhood, creating a natural boundary to development. Large specific plans which have been

Community Development

proposed and/or approved in the area include the 152-acre Arthofer Community Plan, a single family residential development; and the 237-acre Stone Mountain Ranch, a residential and equestrian development.

❑ Key components of Northwest Hemet's character include:

- ▶ commercial horse ranches, as well as land use conflicts between the ranches and urban residential development;
- ▶ Tres Cerritos and views of the Gunn Mountains to the west and Domenigoni Mountains to the south;
- ▶ San Diego Aqueduct, creating hard edges between land uses, while presenting opportunities for recreational trails;
- ▶ The decline of crop based agriculture and current viability of animal intensive agriculture uses; are currently viable;
- ▶ Mormon Church; and
- ▶ golf course.

❑ The predominance of 10-and 20-acre parcels in the area has allowed for the creation of small peninsulas of residential developments which encroach upon existing agricultural and rural residential land uses. This pattern has created uneven street and infrastructure development within the area.

❑ The Tres Cerritos foothills are a significant aesthetic resource for the neighborhood area. The protection of hillside areas is a major community issue.

❑ The Riverside County Transportation Commission and Caltrans have identified Warren Road as a possible link in the County transportation system. This roadway carries regional traffic through the neighborhood planning area.

❑ The San Diego Aqueduct, which traverses the area, provides an opportunity to create a pedestrian and bikeway trail to serve the neighborhood and link up with other County and City trails, but also provides a significant physical separation.

❑ Additional environmental concerns include flood hazards over large portions of the neighborhood, and the presence of significant biological resources along the aqueduct.

Concepts

❑ The Northwest Hemet Neighborhood Planning Area is intended to be developed primarily through existing and future specific plans and comprehensive master plans. Development will range from regional commercial along Florida Avenue and commercial nodes at the intersections of Sanderson Avenue with Florida and Esplanade avenues.

Residential development within Northwest Hemet will range from mobilehome, multi-family and single family development in the southern and central portions of the Neighborhood to low density, rural residential development at the intersection of Esplanade and Warren.

❑ The General Plan identifies an area within the North Hemet Neighborhood Planning Area south of Esplanade Avenue and east of Tres Cerritos where the opportunity to reverse a trend of small disjointed developments would be possible by implementing a minimum increment for development planning purposes.

All residential development within the area defined on the General Plan Land Use map for a "40-Acre Development Planning Increment" would be required to plan for an area of at least 40 acres in size, even though the actual development being proposed might be smaller. This would include, in most cases, the necessity for two or more property owners to work together to create a master

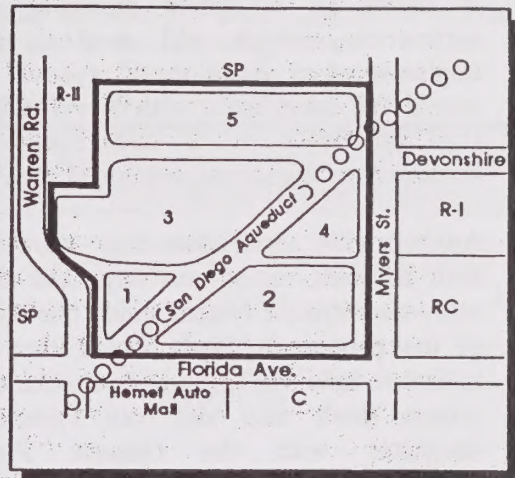
plan of development. The purpose of this master plan is not to require that multiple ownerships be *developed* concurrently, but to ensure that by master planning in 40-acre increments, roadway and infrastructure systems will ultimately tie together, and that landowners who choose to wait to develop do not find themselves with inadequate roads and infrastructure systems to tie into at the time they do choose to develop their properties.

Northwest Specific Plan: 200-acre Regional-Oriented Commercial and Support Uses.

Development Concept: Located at the corner of Florida Avenue and Warren Road, this area represents one of the major entrance points to the City. As such, the General Plan's intent for this area is to facilitate a master planned regional commercial facility large enough to cater to sizable retail uses within a well designed project. Since the property faces the future location of the Hemet Auto Mall, it is also anticipated that service uses associated with the sale of automobiles would be appropriate here. Because the area represents the first impression visitors will have of the City's commercial corridor, enhanced design features are expected to be provided.

Because of the large size of this specific plan area, it is anticipated that a residential component, likely consisting of multi-family development, could be incorporated as an integral part of the development. It is important that the design of this specific plan area be coordinated with lands along the frontage of Warren Road.

Land Use Intensity: The land use intensity for this category will be determined upon the adoption of a specific plan for the designated area. The underlying land use intensity for this area shall remain Regional Commercial with a Floor Area Ratio (FAR) of 0.40. The residential component of the Specific Plan may have a density consistent with the R-I through R-IV land use categories (up to 40 dwelling units per acre).



Area 1: Community entry theme component.

Area 2: Regional commercial uses oriented toward the Florida Avenue commercial corridor.

Area 3: Master planned regional commercial.

Area 4: Master planned regional commercial, including potential residential component.

Area 5: Master planned regional commercial, including potential residential component.

Note: Boundaries between individual development areas are conceptual.

Strategies

- (1) Within the area bounded by Esplanade Avenue, Sanderson Avenue, Menlo Avenue, and Myers Street, require individual developments to be planned as part of a minimum 40-acre increment to ensure coordinated street patterns, land use compatibility, and infrastructure.

Information which would be required as part of the master plan would include, but not be limited to the following:

- An assessment of public service levels as defined in the Public Services and Facilities Element of the General Plan.

Community Development

- ▶ A listing of mitigation measures, if appropriate, which will need to be implemented as conditions of approval to assure the compliance with the General Plan Public Services and Facilities Performance Standards mentioned above.
- ▶ An areawide circulation map showing both adjacent minor roadways and the areawide collector system within one mile of the proposed project which clearly indicates how the proposed circulation system (both auto and trail systems) integrates with the General Plan Circulation Map and adjacent existing and proposed projects.

Community Development

General Plan Land Use designations along with the potential buildout for each designation within the Northwest Hemet Neighborhood Planning Area are summarized in the following table:

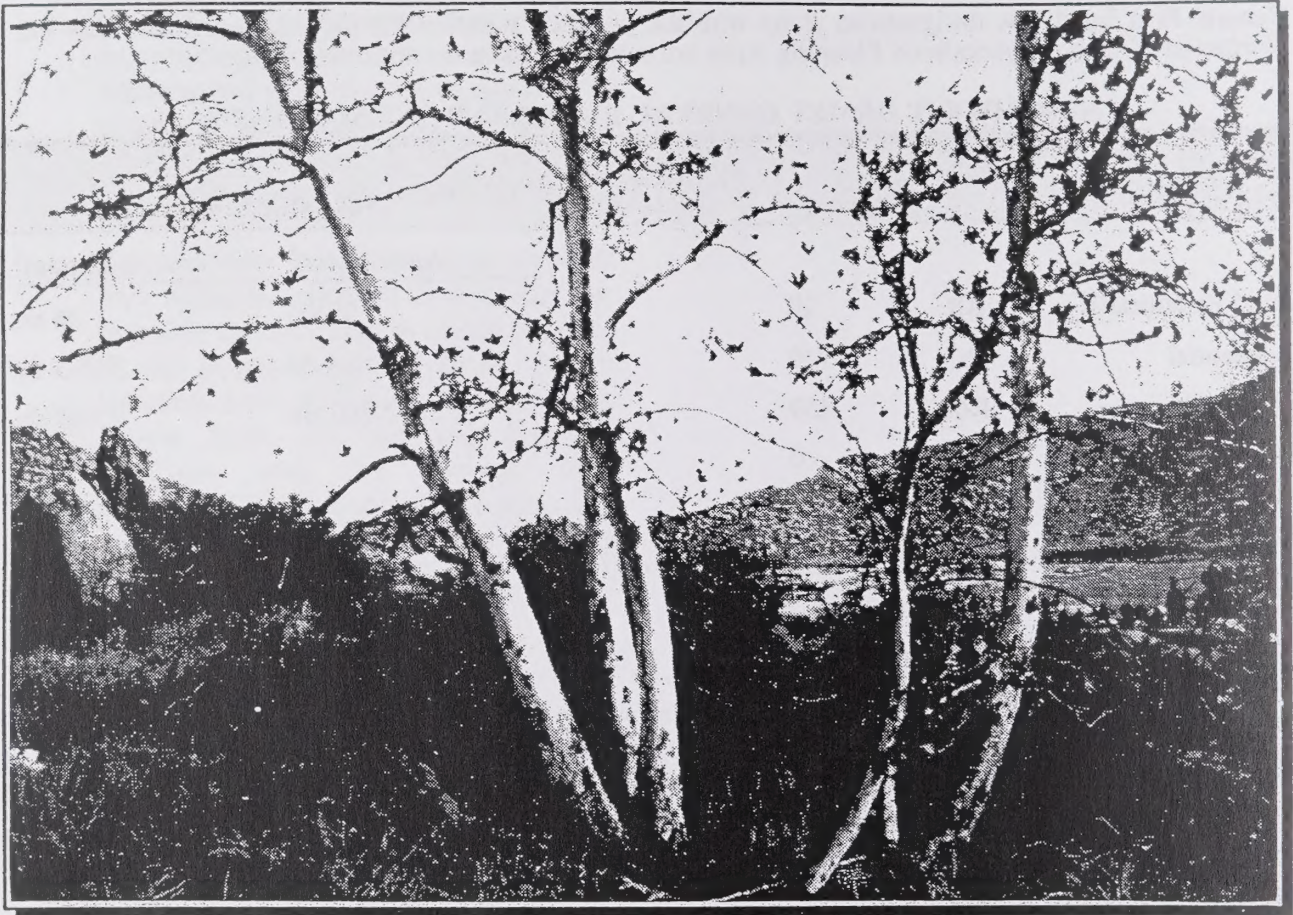
NORTHWEST HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations	Acreage	Exist. Land Use (1988)	Build-Out Potential	
			Anticipated ¹	Maximum ²
Rural Residential	RR	18	25 du	36 du
Residential	R-I	719	3,523 du	5,033 du
Residential	R-II	159	1,892 du	2,703 du
Residential	R-III	0		
Residential	R-IV	0		
Subtotal Single Family		1,407 du	4,873 du	6,962 du
Subtotal Multi-Family		0	1,892 du	2,703 du
Total Residential		1,407 du	6,765 du	9,665 du
Office	O	0		
General Commercial	C	27	329,313 sq. ft.	470,448 sq. ft.
Regional Commercial	RC			
Total Commercial		810,216 sq. ft.	4,061,533 sq. ft.	6,002,192 sq. ft.
Industrial	IND	0		
Park/Golf Course	REC	0		
Open Space	OS	0		
Specific Plan (Regional Commercial)	SP	306	3,732,220 sq. ft.	5,531,744 sq. ft.
Specific Plan (Residential)	SP	762	1,325 du	1,893 du
Hillside	H	0		
Agriculture	AG	0		
Institutional	INST	0		
Public	PUB	0		
TOTAL	1,991			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

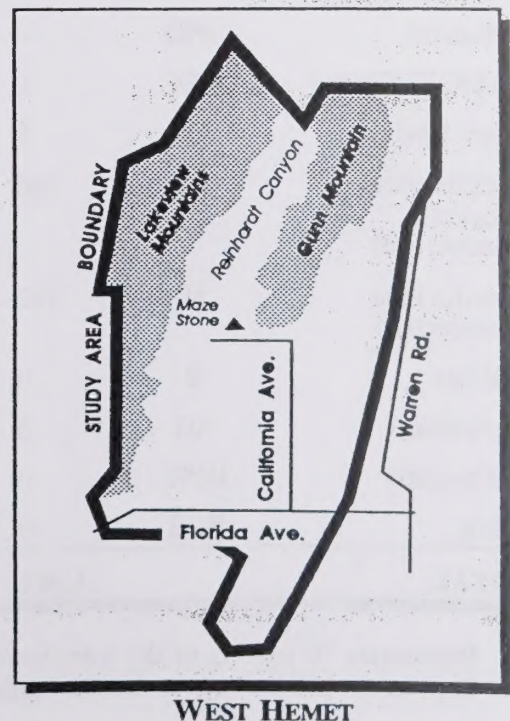
Community Development



m. West Hemet

Issues

- ❑ The West Hemet Neighborhood Planning Area contains 4,628 acres of land east of the Lakeview Mountains and west of Warren Road. The most prominent feature in the area is Reinhardt Canyon, which lies between two steep hillside areas: the Lakeview and Gunn Mountains. Existing development is mainly rural residential in the upper valley portion of the neighborhood, and increasingly higher in density approaching the commercial corridor at Florida Avenue. The Maze Stone County Park is located in the canyon, and contains Indian petroglyphs for public viewing.



Community Development

Two areas have been planned for residential and commercial development through the specific plan process. The Heartland Village Specific Plan is a 648.89-acre mixed use development located just north of Florida Avenue and south of the entrance to Reinhardt Canyon. A City-sponsored specific plan has been approved for a 208-acre parcel of land just east of the Heartland Village as a means of transitioning land uses in the area from commercial to rural residential.

Reinhardt Canyon is a unique rural residential community. Early in the General Plan update program, the City of Hemet worked with local residents to protect the canyon area by establishing a logical boundary at the northernmost boundary of the adjacent Heartland Specific Plan development. The transition of density and landscape setbacks located along the north end of this project are considered the edge of urban development in the General Plan.

Although the goal of retaining Reinhardt Canyon's unique character is clear, recent Riverside County approvals have contributed to problems associated with the transition from urban to rural densities in the area.

Land use densities in the southwestern portion of the canyon have been approved ranging from 5 units to the acre within an older mobilehome park, to 1 unit per 2.1 acres.

Many Reinhardt Canyon residents are interested in retaining large lot acreage (minimum five acres), while other Reinhardt Canyon property owners and residents have expressed a desire for a minimum lot size of two and one-half acres. Area residents have cited the following reasons for maintaining larger lot sizes:

- ▶ lack of a through circulation system;
- ▶ fire safety;

- ▶ lack of infrastructure and services;
- ▶ protection of rural lifestyles; and
- ▶ protection of the integrity of area hillsides.

Currently, California Avenue provides the only access into and from Reinhardt Canyon. The canyon's steepness precludes any provision of access to the west, north, or east. As part of the design of future development within the canyon, identification of access alternatives will be necessary.

Currently, the mobilehome park and some residences east of California Avenue are served by a community water system; however, most properties are served by individual wells.

In addition, Reinhardt Canyon has no formal drainage system. During large storms, runoff from the adjacent mountains through the canyon can wash out access to individual parcels, as well as California Avenue itself.

As part of the original approval of the Heartland Village Specific Plan, buffers to the north and east, along with a specific transition of density and enhanced landscape treatments designed to protect rural development to the north and east from urban encroachment were included. These buffers and transition concepts are necessary to establish an urban/rural edge at the south end of the Canyon.

Maze Stone Park is both a landmark to be proud of, and a facility in need of major renovation and improvement. Although the site is currently fenced to prohibit vandalism, no park supervision is available, and nearby residents have reported numerous public nuisance problems.

Community Development

Concepts

- ❑ The overall development concept for West Hemet is to transition land uses from the Florida Avenue commercial corridor to urban density residential development to large lot rural development within Reinhardt Canyon and the area east of California Avenue north of Devonshire Avenue. The two existing specific plans within West Hemet – Heartland and the City sponsored plan to the east of California Avenue – provide buffering and reflect this transition.

The majority of the West Hemet Neighborhood Planning Area is designated Hillside, Rural Residential and Specific Plan. Urban density development is limited to two adopted specific plans to the east and west of California Avenue, and to Maze Stone Village mobile home park.

❑ Reinhardt Canyon Specific Plan:

Location: Reinhardt Canyon, between Tres Cerritos and the north line of Township 5 South.

Development Concept: Prior to further development of parcels of less than five acres in size, a specific plan is to be established defining proposed parcel sizes, which shall be no smaller than 2.5 acres. The definition of actual parcel sizes in the Reinhardt Canyon Specific Plan area shall be sensitive to lot sizes and widths along the edge of existing parcels. In addition, the Specific Plan will need to address the General Plan issues related to services, safety, as well as protecting the integrity of area hillsides.

Examples of transition techniques are included within the General Plan Design Appendix.

- ❑ Reinhardt Canyon and other unincorporated areas within West Hemet have not been included within the General Plan's Unincorporated Study Areas. Thus, General Plan annexation policies propose that the ultimate City boundary west of California Avenue would be most logically located south of Reinhardt Canyon just north of the Heartland Specific Plan. East of California Avenue, General Plan annexation policies propose that the ultimate City boundary be maintained at Devonshire Avenue.

Strategies

- (1) Work with Riverside County to ensure that the area within Reinhardt Canyon south of the north line of Township 5 South is developed pursuant to a specific plan if parcels smaller than five acres in size are proposed pursuant to a Specific Plan or hillside development standards, with specific conditions to address limitations discussed on Page II-A-79, if no specific plan is utilized.
- (2) The development of properties in Reinhardt Canyon shall be coordinated with the development of properties south of the line extending from Tres Cerritos Road. The coordination shall address the dedication and improvement of Tres Cerritos Road, conveyance of drainage, and emergency secondary access to be provided to the Canyon through the internal road system of future development located west of California Avenue between Tres Cerritos Road and State Highway 74.

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General Plan Land Use designations along with the potential buildout for each designation within the West Hemet Neighborhood Planning Area are summarized in the following table:

WEST HEMET GENERAL PLAN LAND USE SUMMARY

Land Use Designations		Acreage	Exist. Land Use (1988)	Build-Out Potential	
				Anticipated ¹	Maximum ²
Rural Residential	RR	1,712		303 du	422 du
Residential	R-I	6		29 du	42 du
Residential	R-II	0			
Residential	R-III	0			
Residential	R-IV	0			
Subtotal Single Family			283 du	1,605 du	2,283 du
Subtotal Multi-Family			0	0	0
Total Residential			283 du	1,605 du	2,283 du
Office	O	0			
General Commercial	C	134		1,939,291 sq. ft.	2,770,416 sq. ft.
Regional Commercial	RC	0			
Total Commercial			0	1,939,291 sq. ft.	2,770,416 sq. ft.
Industrial	IND	0			
Park/Golf Course	REC	5		NA	NA
Open Space	OS	0			
Specific Plan	SP	1,276		1,168 du	1,669 du
Hillside	H	1,501		105 du	150 du
Agriculture	AG	0			
Institutional	INST	0			
Public	PUB	0			
TOTAL		4,628			

¹ Represents 70 percent of the maximum buildout of each district.

² Represents 100 percent of the maximum buildout of each district.

Community Development

6. REGIONAL COOPERATION AND COORDINATION

Goal

- A harmony of interests between the City of Hemet and other local, regional, state, and federal agencies whose planning programs may affect Hemet residents and businesses.

Issues

- Because of the interdependence of land uses between the various jurisdictions within the valley, establishment of a clear policy regarding regional cooperation in managing land use and development is necessary. Such a policy includes instilling a recognition that the land use decisions made by each agency may have far-reaching implications for the others. This is particularly true for development decisions made by Riverside County within Hemet's sphere of influence.
- The establishment of Hemet's regional identity necessarily includes developing clear policies regarding development outside the Hemet City limits. State law requires that general plans cover all area within the jurisdiction of the adopting city, as well as "any land outside its boundaries which in the planning agency's judgement bears relation to its planning" (Government Code Section 65300).
- As can be determined from the boundaries of the General Plan Study Area, planning issues related to the City of Hemet are not always confined to the existing City limits. School districts, public utility service areas, and various special districts do not necessarily parallel City boundaries, even though they may have a significant impact on the development of the local community and its ability to provide services. In addition, requirements of Hemet's Measure C growth

management initiative, as reflected in the Public Services and Facilities Element, mean that development in unincorporated areas could have a profound impact on development within the City.

- Hemet's General Plan must reflect these realities by including areas both inside and outside the City limits within the study area.

Further discussion of the relationship that Hemet General Plan land use policy will have outside of the City limits can be found in the Guide to the General Plan Process within the Introduction to the General Plan.

It is therefore necessary to resolve these potential conflicts by obtaining a full understanding of other agencies' concerns and integrating such potential issues into the general plan process (Government Code Sections 65103(e)(f), 65351, and 65352).

Concepts

- The City of Hemet will work to achieve regular and effective lines of communications with those local, regional, state, and federal agencies whose efforts will positively or negatively affect Hemet residents and businesses. The primary objective of this communication will be to:
 - ▶ identify opportunities for joint programs to further common interests in a cost efficient manner;
 - ▶ assist agencies in understanding each other's interests and concerns; and

Community Development

- ▶ resolve differences in the interests and concerns which the City of Hemet might have with the actions of another agency, as well as those concerns which another agency might have with actions of the City of Hemet.

- ❑ In order to ensure that effective communications occur, the City will take a proactive role in initiating and maintaining such communications.

Strategies

- (1) Participate in the Western Riverside Council of Governments (WRCOG) Growth Management Strategy for Riverside County by incorporating the following strategies into City's approach to regional cooperation and coordination:

- ▶ In cooperation with Riverside County and adjacent communities, establish of Area Planning Districts, Areas of Interest, and Spheres of Influences as defined in the WRCOG Growth Management Strategy in order to ensure that land use relationships are well defined in County areas and adjacent cities' edges.

- ▶ Using the concepts described in the WRCOG Growth Management Strategy, participate in the development of a continuing joint jurisdictional relationship which is used to develop policies related to growth control, consistency of area development, engineering, general plan, and facility and services standards in the areas described above.

- (2) Actively pursue reviewing the land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts which such programs may have on Hemet residents and businesses.

- (3) Work with the County to achieve and maintain a desired level of consistency between City's Land Use Plan and the Riverside County General Plan and Growth Management Plan.

- (4) Work with Riverside County to prepared a Community Plan for the unincorporated portions of Hemet's sphere of influence as a joint effort of the County, City, and residents and businesses of the unincorporated area.

- (5) Participate in the planning activities of SCAG as a means of keeping abreast of regional planning activities and providing input to those activities.

- (6) Pursue formation of ad hoc coalitions with other local agencies as a means of increasing the effectiveness of Hemet's voice in regional planning efforts.

- (7) Initiate discussions on issues of common interest with local, regional, state, and federal agencies whose efforts could benefit or impact Hemet residents and businesses. Conduct such discussions on at least an annual basis.

7. CITY BOUNDARIES

Goal

- ❑ Rational City boundaries which facilitate the provision of key public services and facilities, and which will promote implementation of the Hemet General Plan.

Issues

- ❑ The City of Hemet's existing boundaries are the result of incremental annexations which have occurred since its original incorporation. Because annexations have largely been driven by individual property owners and neighborhood requests, the City suffers from

Community Development

irregular boundaries in several areas, often creating confusion in the provision of public services and facilities.

- ❑ Since the long-term interests of Hemet and Riverside County are not always the same, cooperative efforts with the County cannot be relied upon as the sole means of coordination between City and unincorporated land use management. It will be in Hemet's best interests to annex certain unincorporated lands into the City.

- ❑ California annexation law requires the consent of landowners within uninhabited areas, and of registered voters within inhabited areas, to permit lands to be annexed into a City. The wide variation in the circumstances of unincorporated lands surrounding the City of Hemet necessitates different approaches to annexation policy in different areas.

Concepts

- ❑ The central concept of the City of Hemet's approach to future annexations is an emphasis on:

- ▶ cooperative planning programs with area residents to ensure that land use decisions reflect community input;
- ▶ working with residents to ensure that they understand the benefits and implications of annexation and to assist in determining whether interest in annexation exists;
- ▶ considering annexation proposals made by area residents and landowners rather than initiating annexation procedures;
- ▶ studying the fiscal impact and service levels through the proposed plan for services and areas proposed for annexation; and
- ▶ annexing lands only when the timing and circumstances are appropriate.

- ❑ Because the City cannot rely on individual property owner and resident requests as a means of squaring off and achieving logical municipal boundaries, a more proactive role needs to be taken. This role will consist of the City taking the lead in annexing unincorporated lands for which the following findings can be made:

- ▶ clear compatibility exists with Hemet's basic identity and the goals and desires of area residents and landowners;
- ▶ the proposed annexation is consistent with the goals and concepts outlined in the General Plan, particularly in regard to management of existing resources and provision of services;
- ▶ significant benefits will be derived by the City and the affected owners/residents upon annexation; and
- ▶ there exists a significant social and economic interdependence and interaction between the City of Hemet and the area proposed for annexation.

- ❑ A key to this concept is understanding the individual dynamics of the various portions of Hemet's sphere of influence and taking the approach most appropriate to each of the unincorporated areas described below and depicted in Figure II-A-3.

❑ Western Unincorporated Study Area

Even though the area surrounding the Hemet-Ryan Airport has significant potential for industrial development and parcels are of a size conducive to such development, the area lacks public facilities, and has languished.

The City of Hemet believes that it can help the County to facilitate future industrial development within this area.

The primary strategy for this area, therefore, is to work with Riverside County to consolidate industrial lands surrounding the airport and the airport itself into the City, and to then provide a package of incentives to prospective industrial developers to expand the local job base.

If annexation proves infeasible, a joint development program should be pursued with the County.

❑ *Northwestern Unincorporated Study Area*

Location: From the most northern City limits to Esplanade Avenue to the North, Meyers Street on the west and the extension of the City limits to Esplanade Avenue on the east.

Land Area: 1,500 acres.

Existing Character: The Northwestern Unincorporated Study area has been checkered with residential development of different types. Development densities in the area generally decrease toward the north. A significant amount of existing agricultural and transitional uses are located between Eaton Avenue and Commonwealth Avenue. At the eastern most boundary of the area, a significant commercial/industrial node has been developed along State Street from Esplanade Avenue south into the existing City limits.

General Plan Land Uses: Residential [R-I], Commercial [C], Industrial [IND], and Specific Plan [SP].

Two commercial nodes have been envisioned in this area to service community and neighborhood needs. The primary node has been created to take in existing commercial and industrial development along State Street. A future commercial node has been planned for the southeast and west corners of Sanderson and Esplanade Avenues. Both nodes will serve surrounding neighborhoods along with providing entrance gateways to the City.

Proposed Annexation Concept: An emphasis on the phasing of larger scale residential developments is the overall concept for this area, in order to avoid a future patchwork of incremental development and to provide an opportunity for adequate density transitions and buffering of adjacent existing land uses. It is intended that the eventual City boundary would take in all the above described area to Esplanade Avenue, thereby establishing an ultimate City boundary with San Jacinto to the north.

❑ *Northeastern Unincorporated Study Area*

Location: This area is generally located east of the City limits, north of Florida Avenue, west of Meridian Street, and south of the City of San Jacinto.

Land Area: 1,865 acres.

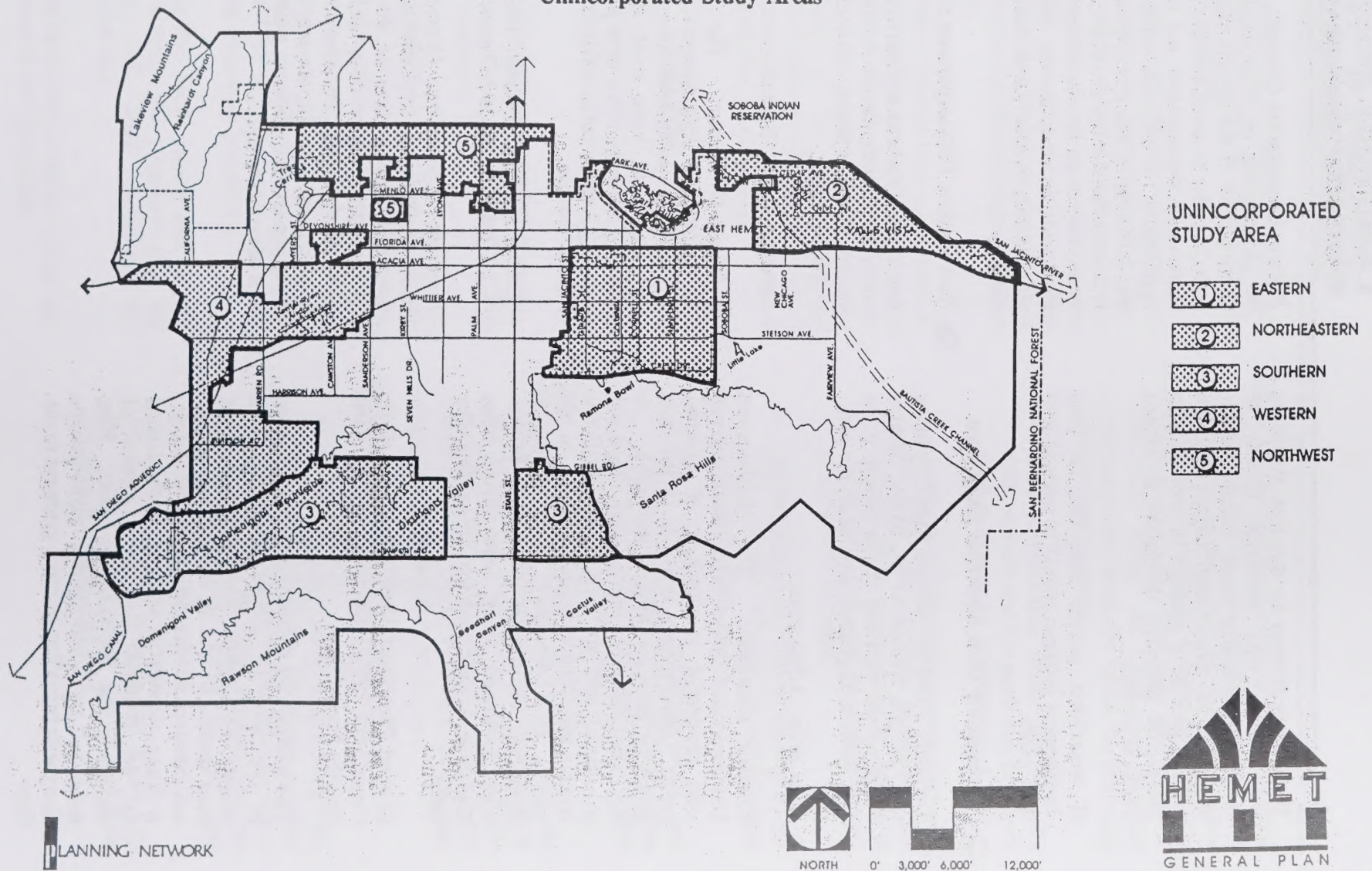
Existing Character: The Northeastern Unincorporated Study Area contains a variety of mixed residential uses from mobile home subdivisions to large rural estates. The southern portion of this area is bounded by the City's main commercial corridor along Florida Avenue.

General Plan Land Uses: Residential [H], [R-I], [R-II], [R-III] and Commercial [C].

Proposed Annexation Concept: It is important that an emphasis be placed on community involvement in the creation of annexation policy, direction, and information within this area. Careful consideration should be placed on respecting the existing pattern of development until proposed general plan land uses are transitioned.

Community Development

Figure II-A-3
Unincorporated Study Areas



■ *Eastern Unincorporated Study Area*

Location: The Eastern Unincorporated Study Area is located east of the existing City limits, south of Florida Avenue, north of the Pepper Creek, and west of the General Plan study area boundary.

Land Area: Phase one 7,235 acres.
Phase two 5,335 acres.

Existing Character: The area includes most of the flat agricultural lands currently being transitioned to single family residential uses. Urban infrastructure has been partly extended into or committed to this area to serve development recently approved and built under Riverside County's jurisdiction.

General Plan Land Use: Residential [R-I]; [R-II]; [R-III]; Commercial [C]; and Open Space [OS].

The area is also planned for three elementary schools and a high school.

Proposed Annexation Concept: As with the Northeastern Unincorporated Study Area, emphasis should be placed on efforts to involve the public in the creation of annexation policy, direction and information. Careful consideration should be placed on respecting the existing pattern of development until proposed general plan land uses are transitioned.

The physical size of this area warrants the implementation of a phased strategy to determine the feasibility and desirability of pursuing annexation.

Phase one would include parcels west of Meridian Street from Florida Avenue to Pepper Creek drainage channel. Such an area would be considered to be within the urban influence of adjacent existing development within the City limits. Emphasis should be placed on efforts to involve the public in the

creation of future land use policy within this area to assure County residents of the benefits of annexation. Additional emphasis should be placed on the use of transition and buffer concepts at the edges of the area to insure a logical transition of land uses.

Phase two of this strategy would take into consideration parcels east of Meridian Street, south of Florida Avenue and north of the Santa Rosa Hills. The existing rural agriculture nature of this area dictates that development through master plans might be necessary to extend needed infrastructure into outlying portions of this County community. Along with an emphasis placed on public participation, policy related to the development of area wide infrastructure facilities must be resolved prior to annexation.

■ *Southern Unincorporated Study Area*

Location: This area is located south of the existing City limits, south to Newport Road and west from Lyon Avenue to the study area boundary.

Land Area: 8,350 acres.

Existing Character: The Southern Unincorporated Study Area encompasses the Domenigoni and Diamond valleys, which contribute a large percentage of the Rural Residential development in the study area. Rural residential and agriculture makes up the majority of land use in this area.

General Plan Land Use: Residential [R-I], [RR-0.5], [RR-I], [RR-2.5], [RR-10], [H].

In an attempt to provide for the future location of a major water storage facility in this area, an alternative land use strategy has been developed to include land uses more compatible with a major water storage/recreation facility.

Community Development

Proposed Annexation Concept: Annexation for this area will establish the Newport Road as the southernmost City boundary with the westernmost boundary in this area being the west edge of Diamond Valley.

Strategies

- (1) Establish a sphere of influence community information program for each unincorporated study area to inform residents about the benefits of annexation of their area, and to determine whether any interest in annexation exists.
- (2) Encourage a specific joint planning and coordination effort of the East and Northeast Annexation Study Areas with the City of Hemet, County of Riverside, City of San Jacinto, area residents and property owners.
- (3) Work with LAFCO and the County of Riverside to establish a clear and factual determination of the impact relating to the expansion of the City boundaries.
- (4) Prepare a fiscal impact analysis and develop recommendations which detail programs necessary to support public services and facilities within the annexation area and detail potential service impacts to surrounding development.
- (5) Based on the General Plan, conduct a rezoning analysis of the area in question to identify existing conflicting land uses.
- (6) Prior to any annexation, provide a General Plan Consistency Analysis which details the proposed annexation's relationship with the mandated findings listed in the Community Development Element.

8. SCHOOL FACILITIES

Goal

- ❑ Cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the Hemet General Plan with respect to facility location, use type, timing, funding, recreational, and social joint use programs, and the creation of an overall sense of community.

Issues

- ❑ The study area is serviced by two unified school districts: Hemet Unified School District and San Jacinto Unified School District.

Hemet Unified School District (HUSD) covers the majority of the study area, and provides education facilities and services or kindergarten through grade twelve.

San Jacinto Unified School District (SJUSD) maintains enrollments in small portions of the northern portion of the Hemet General Plan study area, although it does not provide any school facilities within the study area.

- ❑ There are no four year colleges within the study area; the nearest four year college is the University of California, Riverside. The Mount San Jacinto Junior College District offers two year, fully accredited community college programs.
- ❑ Hemet Unified School District is currently undergoing a grade level and facility reorganization and expansion, in order to accommodate increased enrollment, which has been projected to grow by an annual average of 1,000 pupils through the 2000 school year.

Community Development

- ❑ The Hemet Unified School District currently suffers from an aging facilities inventory, which is comprised of more than 40 percent portable classrooms and a number of facilities that do not meet earthquake standards and are being phased out of use.
- ❑ It is anticipated that HUSD will face a shortage of space for the foreseeable future, with enrollment growing faster than the District is able to build new facilities.
- ❑ Development fees which are collected for school construction from residential, commercial, and industrial projects are far less than actual construction costs associated with school facility construction; however, State law generally restricts increases in school fees.
- ❑ State agencies (Department of Finance, Department of Education, Office of Local Assistance) have recognized that severe shortages exist in the State's school construction fund. Thus, funding for new schools will largely be a matter of local concern even with the June 1992 passage of a \$1 billion State bond issue.
- ❑ In relation to school facilities and their relationship to recreation potential, the key issues which must be addressed include a need to:
 - ▶ maximize utilization of facilities by neighborhood residents to save money and cut budgets;
 - ▶ identify a source of funds for construction of permanent and portable school facilities;
 - ▶ coordinate timing of school and park construction relative to projected development;
 - ▶ provide adequate support facilities (e.g., libraries, multi-purpose rooms, health services, food services);
 - ▶ explore the use of year-round education as a means to more fully utilize schools; and
 - ▶ identify optimum school size in terms of enrollment and physical needs.
- ❑ In addition to direct school and City concerns, several other concerns must be addressed by the General Plan school/park program:
 - ▶ Developers want evidence that their contributions toward schools and recreation facilities will be applied equitably to all development.
 - ▶ Full and discernable disclosure of existing and projected school and recreation facilities and their financing needs to be made to the consumer (home buyer) through real estate disclosure methods.
 - ▶ Coordinated periodic reporting of projected development and population levels needs to be provided by both the City and County.
 - ▶ Appropriate school/park relationships need to be achieved within individual neighborhoods and/or developments.
 - ▶ Neighborhoods and/or developments should be sized and configured to utilize an elementary school site as a basic unit of organization.
- ❑ The potential for joint facilities planning between the City of Hemet, Hemet Unified School District, and the Valleywide Park and Recreation District presents numerous opportunities.

Community Development

The establishment of a program of joint school/park facilities will intensify utilization of facilities and reduce security problems, while at the same time giving a higher return for local tax payers.

Combining future school and park development with joint funding and locations will result in both capital investment savings and long-term operation and maintenance savings.

Joint facilities planning will facilitate planning for future uses of schools and facilitate conversion to other uses when they are no longer needed.

Joint facilities planning will enhance flexibility of design to provide for multiple use of school/park facilities, such as seniors programs (i.e. food services, health services), pre-school programs, "latchkey" programs, etc.

Neighborhood and school planning boundaries can be made compatible to facilitate use of joint school/park sites as the core of new neighborhoods. It may also be possible to adapt existing schools to serve as neighborhood cores.

The ability to site new schools and parks adjacent to natural areas will further enhance the concept of joint school/park sites.

The establishment of joint sites will facilitate involving seniors in the planning process to achieve maximum use of facilities and a strong community support base.

- ❑ In addressing community needs related to schools and parks, the City, HUSD, and the Valley wide Recreation and Park District face significant constraints.

The community is resistant to bond issues as a method of financing new schools or parks.

State requirements for school design sometimes do not coincide with local needs.

The security of joint use school facilities must be ensured; the interplay between students and seniors using joint facilities must be carefully managed.

Joint use programs may result in co-mingling of financing between government agencies. Joint financing arrangements must be carefully managed.

Joint use agreements must ensure equity of investment and return to all parties.

Ambiguity of identity for facilities may exist within many neighborhoods.

Concepts

- ❑ Hemet's vision is for master-planned school facilities which serve as a neighborhood focus in a broader context than traditional school planning and usage.

While some school facilities in the past have been combined with parks, Hemet's vision for joint school/park facilities builds on the relationship to create community facilities which serve the needs of neighborhood children, adults, and senior citizens in the daytime and evening.

These facilities would serve neighborhood needs far beyond education, through cooperative planning with the School district, Recreation District, City, and developers, and at the same time, create the social fabric for true community neighborhoods.

Daytime activities would be focused on education. Senior volunteers could assist in the library, cafeteria, administration, etc., and could have hot meals served to them once each day. These volunteers also could provide day care or "latchkey" care, and a mutually beneficial relationship with the children could result.

Community Development

Adults could have education, club meetings, crafts, and social events in the evening hours.

Joint school/park facilities would be located centrally in neighborhoods within convenient walking distance of most citizens who would use the facility.

Design of facilities would take into account multiple use core facilities of permanent construction, peripheral construction of permanent and temporary nature, and an overall plan for flexibility of use and re-use.

Existing facilities would be reviewed in this community context to see how existing facilities can be better utilized to serve the immediate neighborhood.

- Although the provision of school facilities is the responsibility of the local school district, the City of Hemet will assist by working with the Hemet Unified School District attempt to develop new school and park facilities together as multiple-use facilities in order to minimize costs and to maximize utilization (see Table II-A-4).

- To the extent possible, new school and park facilities will be located and developed as an integrated unit serving as village or neighborhood cores (see Table II-A-4).

Locate parks adjacent to each new school to serve as a joint facility/core.

Develop pedestrian and bicycle trail systems to connect each school/park core facility with the neighborhood or village it serves.

Site new school and park facilities adjacent to natural areas such as drainage, hills, knolls, and wildlife habitat areas whenever possible and appropriate.

- Adapt and redevelop existing school facilities to function as multiple-use cores to give identity to existing neighborhoods.

Identify and compare the boundaries of existing school attendance areas with existing neighborhood areas and with City limits and sphere of influence areas.

Modify and re-identify areas with geographic disparities between school attendance boundaries, neighborhood boundaries, and City limits.

Inventory existing facilities as they relate to joint use school/community center concepts for both school and recreational use.

Develop improvement plans for existing facilities to attain joint use potential comparable to that planned for new facilities.

Develop a joint City - Hemet Unified School District strategic facilities plan designating all future general and specific sites for all grade levels.

- The City of Hemet will work with the Hemet Unified School District to establish financing techniques which ensure construction of new facilities that will be ready for occupancy and use at the time facilities and services are required to the extent feasible as provided for by law. This includes:

- ▶ establishing generation factors and utilization ratios for residential units;
- ▶ establishing a construction cost index for new school facilities consistent with State and regional guidelines;
- ▶ developing an inventory of potential funding sources for applicants of proposed new developments; and
- ▶ developing an index of potential funding sources and coordination of resources by joint use agencies required to develop new facilities or improve existing facilities.

Community Development

- ❑ The City of Hemet and the Hemet Unified School district will use the standards outlined in Table II-A-4 to guide the location and design of school and joint school/park sites.

Figure II-A-3 summarizes the process of defining school impact mitigation.

Strategies

- (1) Require that new development be responsible for providing the necessary funding/resources to establish facilities commensurate to their project impact. In cases where existing school capacity does not exist to support new development, require the implementation of appropriate funding mechanisms permitted by law so as to ensure the availability of adequate facilities to support project development. Potential financing avenues include, but are not limited to:

- ▶ School District contracts with developer to provide funds for schools (over and above that established by AB 2167).
- ▶ Require dedication of land.
- ▶ Implement lease back turn-key program.
- ▶ Establish special assessment district financing (such as Mello-Roos Community Facilities Districts) for the area proposed for development.

Mitigation for school impacts will be required to be provided at the following levels:

- ▶ **Ministerial Projects (Development Projects)**

Subject to full fees as provided for by AB 2926, the School Facilities Act of 1986.

Specific Plans

Subject to full mitigation of local impacts to the created by the proposed development.

Quasi-Judicial Acts (Zone Changes, General Plan Amendments)

Subject to full mitigation of impacts within the City created by additional residential densities beyond the base density of the zoning or General Plan designations prior to any change.

In requiring that new development within the City of Hemet pay fees greater than those established under State law, it is the expectation of the City of Hemet that all development fees collected from development projects within the City be applied to the acquisition and construction of schools which serve the residents of those projects.

- (2) Coordinate development activity with the school district by:

- ▶ participating with the school district in joint planning efforts;
- ▶ establishing a joint task force of City, School District, and development community representatives to identify additional means of funding school construction;

- ▶ notifying school districts of proposed development applications early in the review process;

- ▶ requesting that school district indicate the level of facilities available to serve development projects requiring discretionary review; and

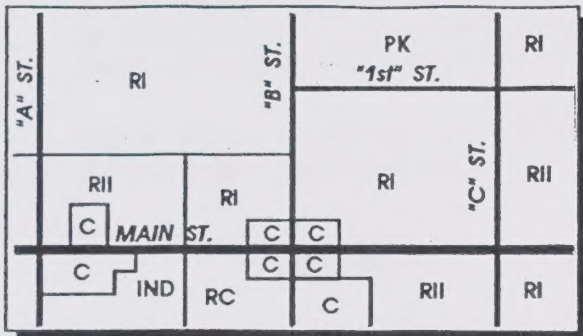
- ▶ establishing a clear methodology for determining the impacts of development within the City of Hemet upon school facilities.

General issues to initially be discussed as part of this determination should, at a minimum, include:

- ▶ methods to determine mitigation responsibilities of commercial/industrial development;
- ▶ senior housing impacts and the value of joint use facilities to seniors;
- ▶ credits for contributions made from City parks and recreation funding mechanisms; and
- ▶ other benefits to the community.

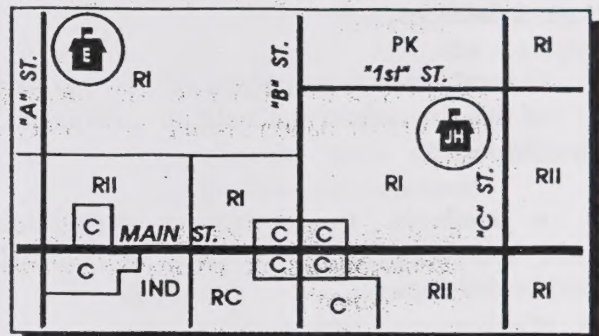
- (3) Work with the Hemet Unified School District to prepare a Master Plan of Schools which outlines specific sites needed to meet future school facility demands.

Figure II-A-4
School Impact Mitigation Process



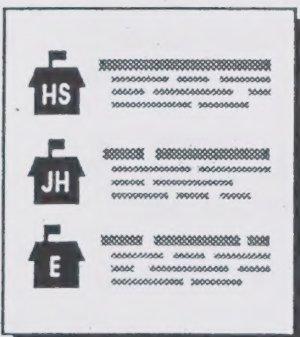
Step 1:

All future land uses and density ranges are defined on the land use map. This includes developed and undeveloped land.



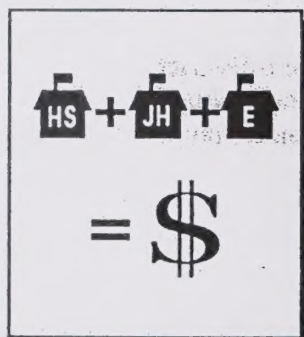
Step 2:

Based on the above land use plan, the location of future populations and resultant student generation can be determined. Schools can then be located. The schools would not be site specific, only the general area where a school is needed would be identified.



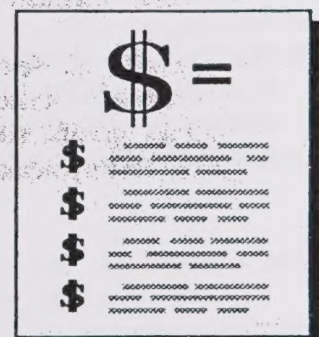
Step 3:

Standards for each type of school facility would be clearly defined in the plan.



Step 4:

Based on the identified school needs and the facility standards, a clear cost can be established for the total facility needs.



Step 5:

A funding program can then be established which can be used to allocate the known costs to the known proposed development -- utilizing the range of all known funding sources (e.g. in lieu fees, development requirements) which are also identified in the plan.

A further expansion of the school facility is the consideration of the facility as a community facility, serving such possible needs as senior day care, senior meals programs, latch key care of the youth by senior volunteers, senior volunteers in library and other school activities, the use of facilities in evening hours for adult education and various neighborhood and community activities, and recreational opportunities. Diversifying the use of the facility opens up new opportunities for the consideration of shared funding and maintenance to the extent that the facilities are used for multiple purposes. In addition, the integration of school facility activities with senior and the immediate neighborhood gives school facilities a new perspective as seen by the community. Senior residents would see a direct benefit to them of school facilities having broader use as a community facility. This also has the potential of creating broader funding support for school bond issues and other funding opportunities.

Community Development

Table II-A-5
School Development Guidelines

	Elementary School (K-5)	Middle School (6-8)	High School (9-12)
LOCATION/DESIGN CRITERIA			
School location and joint use design.	Where possible, combine a new neighborhood park with each new school. Locate school central to the neighborhood it serves.	Where possible, combine a new community park with each new school. Locate school central to the neighborhood it serves.	Where possible, combine a new community park with each new school. Locate school central to the neighborhood it serves.
SITE DESIGN STANDARDS			
Minimum site acreage, school site only	10 acres	20 acres	40 acres, with 55 acres preferred.
Minimum site acreage, joint school/park site ¹	13 acres	25 acres	55 acres, with 65 acres preferred.
Minimum building square footage	44,250 sq. ft.	80,000 sq. ft.	220,800 sq. ft.
Maximum % of modular classroom facilities	30 percent	30 percent	30 percent
FACILITY STANDARDS			
Administration	9,375 sq. ft.	16,000 sq. ft.	45,600 sq. ft.
Library/Media			
Multi Purpose			
Food Service			
Health Service Facilities			
Standard Classroom-Teacher Workspace	21,735 sq. ft.	39,000 sq. ft.	100,800 sq. ft.
Kindergarten Classroom-Teacher Workspace	4,140 sq. ft.	NA	NA
Specialty Classroom/Teacher Workspace	Variable	Variable	Variable
Gym/P.E. Lockers/Dressing	NA	11,000 sq. ft.	31,200 sq. ft.
Exterior Covered/Restroom/Storage/Shelter	9,000 sq. ft.	14,000 sq. ft.	43,200 sq. ft.
ENROLLMENT STANDARDS			
Number of school age children per new school.	1 school/750 projected school age population	1 school/1,000 projected school age population	1 school/2,400 projected school age population

Source: Hemet Unified School District

¹ Park facilities within joint school/park sites are to be designed to provide three (3) net usable acres of new park for each additional 1,000 population. A minimum five (5) acre park parcel is to be required unless combined with a school facility.

Note: Development guidelines are subject to change in response to State requirements.

Community Development

9. GENERAL CITY FACILITIES

Goal

- ❑ Adequate facilities to carry on City of Hemet general services.

Issues

- ❑ The Hemet Civic Center is located between Latham and Devonshire avenues west of Juanita Avenue (see Figure II-A-5).

The Civic Center was built more than 20 years ago, and was never intended to house a staff of the size that the City of Hemet will require as it grows. Currently, several departments are housed in relocatable units.

The City's accounting staff, parks and street maintenance workers, administrative managers, and all other staff functions will need to be increased in order to meet the demands of an expanded population. This will require that the buildings housing these functions be expanded or that sites for completely new facilities will need to be acquired.

A Civic Center Master Plan has been prepared to project space needs for this facility. Staff estimates that an additional 35,000 square feet of civic center area will be needed as a result of new development.

Expansion of the Civic Center will require relocation of the existing Fire Station No. 1.

- ❑ Along with expansion of the civic center to serve as the center of the City's administrative operations, the City will need to expand the present corporation yard located north of Stetson Avenue or construct a satellite corporation yard. This facility, along with new vehicles, will be needed for the maintenance of new streets and parks to be constructed as the result of new development over the next twenty to twenty-five years.

- ❑ The City's Development Impact Fee Report indicates that of the total cost of \$23,240,640 for general facilities and equipment, new development will be responsible for \$20,049,388 (86.27 percent). The balance of \$3,191,252 (13.73 percent) represents current need created by existing development.

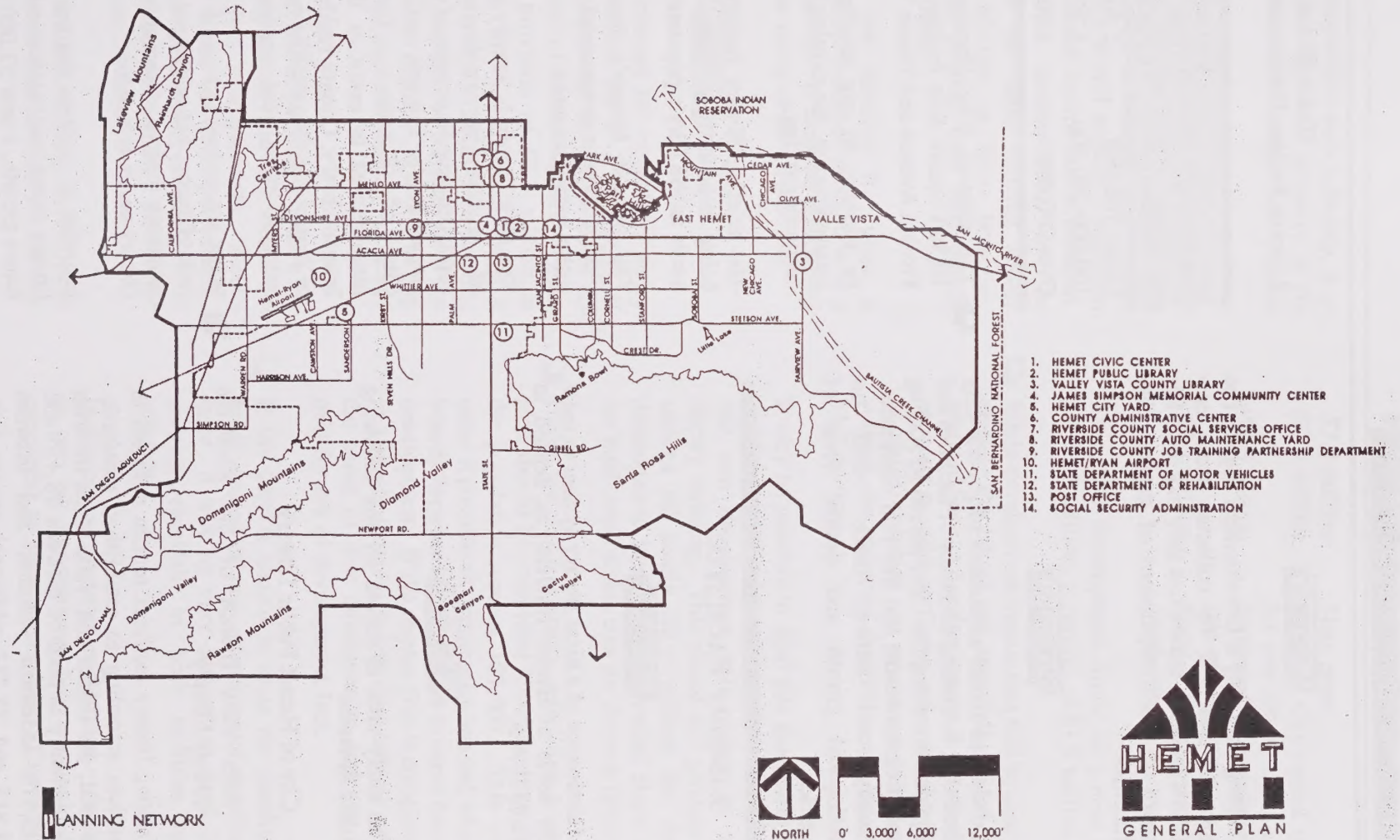
- ❑ In addition to the facilities described elsewhere in the Public Facilities and Services Element, the County of Riverside maintains an extensive system of facilities and buildings within the Hemet General Plan study area (see Figure II-A-5). These facilities and buildings include:

- ▶ municipal court facilities and general offices for the County Counsel, District Attorney, and other County departments;
- ▶ automobile maintenance yard;
- ▶ two mental health facilities; and
- ▶ Hemet-Ryan Airport, including office and maintenance facilities within the airport property.

- ❑ State facilities within the General Plan study area include the Department of Motor Vehicles and Department of Rehabilitation.

- ❑ Federal facilities within the General Plan study area include the post office, armed forces recruiting station, and offices for the Social Security Administration.

Figure II-A-5
General City Facilities



Community Development

Concepts

- Through the City's Development Impact Fee system, fees will be collected from new development to ensure that they pay their fair share of future expansions of general City facilities.

Strategies

- Conduct an annual assessment of general City facilities, evaluating adequacy of facilities and equipment serving the City; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.

10. LIBRARY FACILITIES

Goal

- Maintenance of a local library system to meet the needs of Hemet residents as defined in Table II-A-5.

Issues

- The study area is served by the following public libraries:
 - City of Hemet Public Library
 - Valle Vista Branch of the Riverside County Library
- Existing library facilities remain deficient in services according to established standards. In total, the Hemet and Valle Vista libraries are currently in need of between 48,455 and 105,478 additional volumes and between 13,815 and 25,222 additional square feet, depending on whether desirable or minimal standards are employed.

Table II-A-6
Library System Performance Objectives

Population	Volumes Per Capita	Square Feet Per Capita
Under 100,000	2.50	0.50
100,000-200,000	1.75	0.45
Over 200,000	1.50	0.40

- The existing City library is housed in a 10,300 square foot facility at the corner of Florida Avenue and Buena Vista Street.

In addition to not meeting standards for square footage, the existing City library lacks adequate parking.

The existing library facility is incapable of being expanded to meet long-term future needs as the City's population increases.

The present library's location within the Florida Avenue commercial corridor does not make economic sense.

The City library is heavily used by residents of surrounding unincorporated areas. approximately 50 percent of the patrons of the Hemet Public Library reside outside of the City of Hemet. Unless significant improvement is made to the local County branch library, County residents will continue to impact the City facility as development in unincorporated areas continues.

- Plans are underway to deal with the existing lack of space, but additional planning will be necessary before determining how to meet library needs at buildout.

In order to address the current shortfall in library space and accommodate 20 years of future growth, a new 53,000 square foot main library has been planned. Because the present

Community Development

site cannot accommodate such a facility, it is to be located on city-owned property at the corner of Devonshire Avenue and Juanita Street.

If the City eventually becomes responsible for library service to the entire study area (through annexation or through an agreement with the County), it will require a minimum of 32,000 additional square feet at buildout. This might be accomplished by an enlargement of the main building and/or establishment of two or three branches, incorporating the existing Valle Vista branch of the County library.

There is no set standard for when a community requires branches in addition to a main library facility. It must be determined by the particular needs of the community.

Concepts

- The preferred concept for expanding library facilities is to utilize the \$7.2 million grant that has been awarded to the City to cover 65 percent of the cost of constructing a new main library. The provision of \$3.8 million in matching funds by the City will make it possible to build a 53,250 square foot building that will satisfy the desired standard until the population exceeds 106,500, and will satisfy minimal standards until the population exceeds 152,000.

Forty-six percent of this building is needed for the existing population and the other 54 percent is to accommodate future development. Based on these percentages, costs for the new main library should be \$5.3 for existing development and \$6.2 million for new development.

If the grant is utilized, existing development will be paying more than its share for the new library:

\$7.2 million	State grant
+\$0.5 million	Value of City-owned site for new library
+\$1.0 million	Estimated proceeds of sale of old library
=\$8.7 million	Total from existing development

Thus, new development would only need to pay \$2.3 million, a savings of \$3.9 million.

- While development impact fees will be used to provide the books and materials needed for new residents, a funding source is not readily apparent to make up for an estimated shortfall of 63,000 volumes. At an average of \$20 per volume, the projected shortfall would be over \$1.2 million.

It may be possible to fund this shortfall from development fees in exchange for the savings that new development will realize on the library building. This would still produce a savings of nearly \$2.4 million for new development from their theoretical share of the total construction cost for the new library.

- Under the above scenario, a facilities master plan should be completed about the time that the population reaches 100,000. This will make it possible to determine when and where branch libraries will be needed to serve future development. If the master plan is completed in a timely manner, it will deal entirely with the needs of new development, and can be paid for out of development fees.
- If the City is unable to raise the matching funds needed to take advantage of the State grant, it will be very difficult to fund the existing shortfall in both facilities and volumes.

In this case, a facilities master plan -- funded in part by development fees -- should be completed as soon as possible. This would

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enable the City to identify the most economical way of providing the needed library space.

Once this is done, a number of approaches can be considered for funding. There are federal grants in very limited amounts that might be available. Another option might be going to the voters to approve a bond issue for library expansion. In addition, in consideration of the significant use made of the City library by County residents, the City might consider working Riverside County to jointly fund library expansion. In any case, new development's share of the cost should be funded by development fees.

- ❑ Development fees should be collected to fund increases in the library collection to serve new residents. Small inroads into the current shortfall can be made by applying for as many federal and state grants for collection development as possible. These are generally small amounts. Joint funding with the County might also be explored. Finally, if the voters are asked to approve a bond issue for new construction, an amount should be included for books and materials as well.

Strategies

- (1) Prepare a comprehensive, long-term Master Library Plan to identify new sites for library facilities.
- (2) Conduct an annual assessment of library facilities, evaluating adequacy of facilities, stocks, and other equipment; personnel staffing and program needs; and five year stock, equipment, facility, and staffing needs based on anticipated growth and desired level of service.

11. SEWER FACILITIES

Goal

- ❑ Maintenance of a wastewater collection, treatment, and disposal system which is capable of meeting the daily and peak demands of Hemet residents and businesses.

Issues

- ❑ The City's Utilities Division has responsibility for sewage collection within the City of Hemet, including maintenance of all local sewer lines within the City. Eastern Municipal Water District (EMWD) owns and maintains the major sewer trunk lines, and provides wastewater treatment and effluent disposal. EMWD is also responsible for the maintenance of local sewer lines outside of the City of Hemet.
- ❑ The City has prepared a sewer master plan to identify sewer facility needs over the next 20 years.

A number of sewer lines will need to be replaced due to deterioration over time. New development cannot be expected to finance replacement of these deteriorating lines; this is a normal cost of operations and maintenance.

In addition to replacement of existing lines, new development will require the construction of new sewer lines; a few existing sewer lines will also need to be upsized as the result of new development.

- ❑ EMWD currently operates a regional sewage treatment plant which treats sewage from the City of Hemet, City of San Jacinto, and adjacent urban unincorporated areas.

Community Development

The current treatment plant has a total capacity of 11.0 millions per day (mgd). Current flows are approximately 7.5 mgd, leaving 3.5 mgd capacity for future development.

EMWD plans to construct another regional treatment plant in the Winchester area. The initial phase of this plant will have a capacity of 9.0 mgd.

- ❑ Buildout of the Hemet General Plan study area, along with buildout of the City of San Jacinto will generate more sewage than can be accommodated at the existing and Winchester regional treatment plants. Thus, construction of a third treatment plant will be required to support long-term development of the San Jacinto Valley.

Availability of a third treatment plant will not be necessary for at least ten to fifteen years.

Concepts

- ❑ The City of Hemet will continue to require that new developments provide such sewer facilities as are necessary to ensure adequate service to new development without impacting existing development. This will require a specific review of the sewer facility needs of new projects as part of the development review process.
- ❑ In addition, the City will work with Eastern Municipal Water District to ensure that adequate sewage treatment and disposal facilities are available to meet future demands.

Strategies

- (1) As a condition of approval, require that individual developments install sufficient sewer facilities needed to meet the performance standards of the site's sewer agency.

- (2) Conduct an annual assessment of sewage facilities, evaluating their adequacy, and program needs, and identifying five year facility needs based on the anticipated level and location of growth.
- (3) Work with EMWD to investigate the feasibility of creating Septic Tank Maintenance Districts in rural areas to ensure that proper maintenance is performed to reduce or eliminate failures, and to provide for acceptable disposal of wastes.
- (4) Work with EMWD to identify potential locations for future development of a regional treatment plant facility.

12. COMMUNITY AND CULTURAL SERVICES AND FACILITIES

Goal

- ❑ Maintenance of a system of cultural and other facilities sufficient to provide needed social services and meet the needs of Hemet residents.

Issues

- ❑ Several cultural facilities and organizations are present within the Hemet General Plan study area:
 - ▶ Ramona Bowl and Ramona Pageant Association
 - ▶ James Simpson Memorial Center
 - ▶ Hemet Arts Association
 - ▶ San Jacinto Valley Museum

Community Development

- ❑ Although expansion of these facilities has either been discussed or is underway, additional cultural facilities will be needed to meet increased demands by new residents.
 - ❑ A majority of the existing cultural facilities are geared to serve the large senior population now in the study area. As more families move into the area, facilities must be created and/or adapted to meet the needs of young families and their children.
 - ❑ Since the study area has a very large elderly population, social services provided by the City, County, and private agencies have largely been designed to serve senior citizen residents (see Table II-A-6). This has resulted in a displacement of neighborhood programs for other portions of the population base. For example, the James Simpson Memorial Neighborhood Center relates a majority of its activities to the elderly residents, which consequently displaces the younger population from the existing neighborhood center. As the family population within the City increases, there will be a need to provide for an increase in services for new families and their children.
- (2) Support and encourage the development of housing which is accessible and affordable to the physically handicapped.
 - (3) Incorporate handicapped ramps in all curb and sidewalk designs within the City of Hemet.

Concept

- ❑ The primary General Plan concept for ensuring adequate cultural and other facilities to meet the needs of Hemet residents is to work with local private and public cultural and social service agencies to leverage funds, and to pursue the development of joint use facilities.

Strategies

- (1) Support and encourage the development of independent living and congregate care facilities for senior citizens in locations with convenient access to social, transportation, commercial, and medical services.

Community Development

**Table II-A-7
Summary of Social Services**

Social Service	Agency	Responsibility
Child Protective Services	Riverside County Department of Public Social Services	Helps abused children who are referred by hospital and school personnel.
Child Care Services	Riverside County Department of Public Social Services	Assists with funding for parental child care.
Coordinated Child Care Services	Riverside County Office of Education	Referral Service Subsidized Child Care Food Programs
James Simpson Memorial Center	City of Hemet	Outreach programs Referral Services
Senior Nutrition Program	Riverside County Office on Aging	Congregate and home delivered meals.
Library Literacy Program	City of Hemet	Tutorial programs for adults
Senior Citizen Health Screening	Riverside County Health Department	Health testing services for the elderly.
Phone Alert League	Riverside County Office on Aging	Volunteer supported daily phone contact for senior citizens.
Utility Assistance Referral	Riverside County Office on Aging	Referral Information.
Ombudsman Program	Riverside County Office on Aging	Provides advocacy of people in residential care and nursing facilities.
Access Program	Riverside County Office on Aging	Provide access to community services to senior citizens.
Senior Home Repair Program	Riverside County Office on Aging	Provides non-cosmetic minor home repair for senior citizens.
Senior Employment Program	Riverside County Office on Aging	Helps Senior Citizens to re-enter the work force.
Adult Protective Services	Riverside County Department of Public Social Services	Protects Seniors from elder abuse, financial exploitation, and physical and mental abuse.

Community Development

**Table II-A-7
Summary of Social Services**

Social Service	Agency	Responsibility
In-home Supportive Services	Riverside County Department of Public Social Services	Provides services to help recipients remain in their home instead of nursing facilities.
Adult Day Care	Non-profit program serving Hemet and San Jacinto	Cares for frail and elderly seniors who are recovering from stroke, or dementia related difficulties.
Survive Food Bank	Non-profit Organization	Provides surplus food to needy residents and seniors over the age of 60.
Hemet Health Center	Riverside County Health Department	Provides a variety health services, primarily for women and children.
Community Pantry	Non-profit organization	Provides food donated by area organizations to needy families.
Salvation Army	Non-profit organization	Shelter for the homeless
Aid to Families with Dependent Children	Riverside County Department of Public Social Services	Provides aid to needy families.
Food Vouchers	Hemet Police Department	Provide food vouchers to homeless families.

13. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. PREDOMINANT LAND USE ROLE				
(1) On the Hemet General Plan Land Use map, designate sufficient areas for commercial development throughout the City, including: ▶ specific areas along the Florida Avenue commercial corridor for the provision of regional-scale commercial uses; ▶ areas for the provision of retail and commercial services throughout the City; and ▶ areas for the provision of professional and administrative offices which can provide needed services to Hemet residents and businesses, as well as provide local jobs.	Ongoing	Existing Program	Community Development	Department Budget
(2) Identify neighborhoods to be reserved for senior-oriented housing development, and require the provision of specific design features to mitigate potential impacts of family-oriented residential development on those senior-oriented neighborhoods.	General Plan Adoption	New Program	Community Development	Department Budget
(3) Continue to emphasize the provision of social services and recreation facilities and activities for the elderly.	Ongoing	Existing Program	City Manager's Office	Department Budget
(4) Ensure adequate areas on the Hemet General Plan Land Use map for the development of public uses.	Ongoing	Existing Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
2. COMMUNITY CHARACTER AND DESIGN				
(1) Ensure that the design concepts discussed in the Community Development Element Concepts section are incorporated into the development review process.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(2) Permit clustering of residential units where the following criteria are met: ▶ The clustering of dwelling units is proposed pursuant to a specific plan (Government Code Section 65450), planned unit development, or similar mechanism. ▶ The overall permitted density of the project area is not exceeded. ▶ The resulting project will not require a greater level of public services and facilities than would an equivalent non-clustered project. ▶ The result of clustering residential units is a more desirable and environmentally sensitive development plan which is consistent with the desired character of development, creates usable open space areas for the enjoyment of project residents, and which preserves significant environmental features. ▶ The project development pattern maintains the desired traditional grid. ▶ The net density of developed area and proposed lot sizes which result from clustering are compatible with surrounding areas.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Enhance pedestrian level activity within residential and commercial areas by utilizing the following techniques: ▶ Discourage wide expanses of parking lot between the sidewalk and the front of commercial buildings or provide safe, easily identifiable pedestrian access through the parking lot from multiple access points. ▶ Provide pedestrian links between individual uses within individual centers, between centers, and along commercial corridors. ▶ Utilize "street furniture" (planters, benches, drinking fountains, newspaper racks, bike racks, trash receptacles) within commercial areas to create and enhance urban open spaces within commercial areas and to emphasize appropriate architectural themes. ▶ Design commercial buildings and projects so as to have a central plaza or main visual focus or feature which is oriented toward pedestrian and transit connections.	Ongoing	Existing Program	Community Development	Department Budget
(4) Maintain a site plan review process which ensures that commercial facilities are oriented to the pedestrian by the incorporation of seating areas, courtyards, landscaping, and similar measures. ▶ Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces.	Ongoing	Existing Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ Encourage commercial designs which provide clear pedestrian access to rights-of-way with a minimum of auto-pedestrian conflicts. ▶ Uses within pedestrian spaces should contribute to a varied and lively streetscape. ▶ Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level. ▶ Encourage architectural styles which provide covered verandas and other similar pedestrian/building shade features for protection of the front of the commercial structures from the area's intense heat.				
(5) During the development review process, ensure that surrounding natural hillsides, rock outcroppings, and air quality, as well as the linear open spaces along San Jacinto River and the Salt and Bautista Creeks are treated as valuable components of Hemet's identity and as being worthy of preservation.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(6) Encourage a variety of residential development types which are compatible with surrounding neighborhoods and established neighborhood themes.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(7) Require that commercial developments portray a precise concept for adequate signage; include provisions for sign placement and number, as well as sign scale in relationship to the building, landscaping and readability, as an integral part of the signage concept by incorporating the following standards into the design review process: ▶ Ensure that signs are integrated into the overall site and architectural design theme of commercial developments.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ Require that sign placement, heights, size, materials, proportions, and design within the commercial areas be consistent with the low-profile nature and scale of the community. ▶ Avoid freestanding pole signs in favor of monument-type signs, wall signs, and/or secondary projecting signage.				
(8) Develop and implement a city signage program to promote City identity through the development and adoption of the following programs: ▶ Expand upon the City's Scenic Highway Setback Manual to establish an entry monument program at major City entrance points. ▶ Investigate the feasibility of establishing an "adopt a sign" program which incorporates City recognition of businesses and individuals who participate. ▶ Establish guidelines for the development of permanent neighborhood entry monuments, and require that such monuments be included in new development review.	Ongoing	Existing Program (Expanded)	Community Development	Department Budget, Development Review Fees
3. COMMUNITY STRUCTURE				
a. General				
(1) Maintain a General Plan Land Use Map and General Plan concepts and strategies which work to integrate complementary land uses and to minimize the number of vehicle miles travelled within the General Plan study area.	Ongoing	New Program	Community Development	Department Budget
(2) Maintain locational and development standards for higher density development to: ▶ locate projects along major thoroughfares;	Ongoing	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ enhance pedestrian and vehicular access; ▶ create appropriate buffers between the higher density and adjacent lower density uses; ▶ enhance the area's visual quality; ▶ facilitate the upgrade of public facilities; and ▶ establish pedestrian links to local transit facilities and commercial uses.				
b. Residential				
(1) Revise zoning standards to facilitate development of two or more detached dwellings on a single lot where such a design can provide for higher density housing in a manner that is compatible with the low density character and scale of the surrounding neighborhood.	Ongoing	New Program	Community Development	Department Budget
(2) Prior to the submittal of proposed development within the Senior Residential Overlay District (see Figure II-A-1), require that each proposed project complete a study detailing: ▶ the location and population of existing senior projects (which meet the criteria set out in Table II-A-1) in relationship to the proposed project; ▶ the location of local senior activity centers along with a summary of senior programs offered; and ▶ evidence which indicates that the proposed project will enhance and not detract from efforts to create pedestrian linkages between senior neighborhood and local commercial and cultural activity centers, senior recreation areas, and transportation systems.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Prior to the approval of proposed non-senior development within the Senior Residential Overlay District require that the following findings be made: ▶ appropriate buffer and transition concepts as suggested in the General Plan and Zoning Ordinances have been integrated into the project design; ▶ it has been demonstrated that the proposed project promotes pedestrian linkages to local commercial, recreation and transportation facilities; and ▶ the proposed project promotes the inherent safety of residents within adjacent senior developments.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(4) Integrate new multi-family projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale, neighborhood architectural character, and color; utilize multi-family development as a transition from commercial to single family uses where appropriate.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
c. Commercial Development				
(1) As part of the development review process, encourage consolidation of driveway access points along Florida Avenue and State Street.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(2) Encourage the provision of reciprocal access agreements where such agreements will facilitate minimizing driveway access along commercial corridors and within commercial nodes.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(3) Prepare comprehensive commercial corridor studies along Florida Avenue and State Street which emphasize economic, circulation and urban design concepts discussed in the General Plan.	Ongoing	New Program	Community Development, Public Works Department	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(4) Cluster commercial development and support the development of specialty clusters of related and mutually supportive commercial/residential activities in appropriate locations.	Ongoing	New Program	Community Development	Department Budget
d. Industrial Development				
(1) Work with Riverside County to prepare a plan for the provision of the infrastructure needed to facilitate industrial development in the area surrounding Hemet-Ryan Airport.	1 year post General Plan adoption	New Program	Community Development, Public Works Department	Department Budget
(2) Within the North Hemet industrial area, focus on attraction of light industrial and service uses, as well as the development of business parks, providing a mix of light industrial, office, and commercial support uses.	Ongoing	New Program	Community Development	Department Budget
e. Buffers, Transitions, and Linkages Between Land Uses				
(1) Require the use of transition and buffer concepts where one or more of the following situations exist: ▶ the General Plan Land Use Map indicates the need for transitions and buffer areas; ▶ the establishment of an urban/rural boundary is necessary to protect the character of existing rural development from encroachment by urban uses; and/or ▶ such concepts are necessary for the protection of sensitive environmental resources (see also Resource Management Element).	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
f. Master Planned Development				
(1) Require the use of master plan concepts in areas for which one or more of the following findings can be made: ▶ master plan concepts are required on the General Plan Land Use Map or within the text of the General Plan; ▶ the use of a master plan would eliminate incremental development in the area through consolidation of parcels into an overall cohesive project design; ▶ master planning would reduce the cost of capital facilities and public infrastructure improvements by reducing future infrastructure uncertainties; ▶ the provision of flexibility in design standards is necessary to protect sensitive environmental resources; or ▶ implementation of the general plan goals, concepts and strategies would be better served through the master plan process.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
4. GENERAL PLAN LAND USE DISTRICTS				
The General Plan Land Use Districts Section of the Community Development Element provides a detailed description of the type and character of land use proposed in the General Plan. Strategies related to the implementation of these districts are located throughout the Hemet General Plan.				

Strategy Summary	Timing	Status	Responsible Agency	Funding
5. NEIGHBORHOOD PLANNING AREAS				
a. General				
(1) In addition to the citywide concepts and strategies contained throughout the General Plan document, apply the following neighborhood-level concepts and strategies to the review of individual projects as part of the development review process.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
b. North Hemet				
(1) Work with Riverside County in a cooperative program to improve housing conditions along State Street.	Ongoing	New Program	Community Development	Department Budget, Community Development Block Grant, and Redevelopment Funds
(2) As part of the review of individual residential developments, implement General Plan concepts and strategies related to the protection of existing senior neighborhoods.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(3) As part of the review of individual development projects along Esplanade Avenue, maintain low densities and development designs that are consistent with the character of a rural corridor, and ensure that adequate buffers and transitions are provided to protect existing rural uses.	Ongoing	New Program	Community Development	Department Budget, Police Department, Development Review Fees
(4) Require the provision of adequate buffers along edges between industrial/commercial and residential areas and between multi-family and single family areas.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
c. Central Hemet				
(1) Revise the municipal code to incorporate a "mixed-use" overlay zone which permits development of professional office and multi-family residential uses on the same site.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(2) Require the provision of adequate buffers where professional office uses are proposed adjacent to existing residential uses.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(3) Ensure that new professional office and multi-family uses within transitioning single family neighborhoods are designed so as to be compatible with the scale and character of the surrounding area.	Ongoing	New Program	Community Development	Police Department, Development Review Fees
d. Northeast Hemet				
(1) In coordination with Riverside County and area residents, conduct a cooperative land use study aimed at defining a detailed plan for future land uses that is mutually agreed to by residents, the City of Hemet, and Riverside County.	2 years post General Plan adoption	New Program	Community Development	Department Budget
(2) Where service levels can meet City standards, work with residents of unincorporated areas to determine if there is any interest in annexing to the City of Hemet.	Ongoing	New Program	City Manager's Office	Department Budget
(3) Ensure the provision of adequate buffers between commercial and residential uses, single family and multi-family development, and between rural residential and urban neighborhoods.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary		Timing	Status	Responsible Agency	Funding
e. Southeast Hemet					
(1)	Encourage incorporation of existing groves into the design of future development as streetscapes (e.g. maintaining three rows of trees along the street within the ultimate master planned right-of-way), primary landscaping of individual parcels, "natural" landscape statements, or passive open space.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(2)	Work with Riverside County and area landowners to formulate a plan for the logical conversion over time of agricultural uses within the Southeast Hemet Neighborhood area to a combination of urban and rural uses. As part of this program, ensure that adequate land is reserved for neighborhood commercial development and recreational opportunities.	Formulate Plan within 2 years post General Plan adoption	New Program	Community Development	Department Budget
(3)	Work with Riverside County to ensure the provision of adequate buffers and transitions between urban and rural/agricultural land uses.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
f. Santa Rosa					
(1)	Encourage incorporation of existing groves into the design of future development as streetscapes (e.g. maintaining three rows of trees along the street within the ultimate master planned right-of-way), primary landscaping of individual parcels, "natural" landscape statements, or passive open space.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(2)	Incorporate agricultural lands within the Santa Rosa Neighborhood area into the plan for the logical conversion of agricultural uses within the Southeast Hemet Neighborhood.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Work with Riverside County to ensure the provision of adequate buffers and transitions between urban and rural/agricultural land uses.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
g. Domenigoni/Diamond Valley				
(1) Work with MWD to ensure that their plan for the Domenigoni Reservoir's eastern dam recreation area is integrated into the Hemet community, and provide recreational opportunities for residents of the local, as well as regional area.	Ongoing	New Program	Community Development	Department Budget
(2) Review the proposed McSweeny Farms East Specific Plan to identify opportunities for the creation of recreational and related commercial uses southwest of Salt Creek that will be mutually supportive with the recreational uses planned by MWD in the east dam recreational area.	Ongoing	New Program	Community Development	Department Budget
h. Southeast Hemet				
(1) Work with Riverside County to prepare an infrastructure development plan for the industrial areas surrounding the airport.	1 year post General Plan adoption	New Program	Community Development, Public Works Department	Department Budget
(2) Work with the Southern California Regional Rail Authority, Riverside County, and the Riverside County Transportation Commission to establish a commuter rail station along the Santa Fe Rail line at Warren Road, including funding for construction, operation, and maintenance.	Ongoing	New Program	Community Development	Department Budget
(3) Incorporate the provisions of the Public Health and Safety Element related to airport safety zones in the review of proposed developments surrounding Hemet-Ryan Airport.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
i. South Central Hemet				
(1) As part of the review of residential development applications within Central Hemet, apply General Plan concepts and strategies related to infill development and the protection of senior neighborhoods.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
j. Downtown				
(1) As part of the review of proposed multi-family developments, apply General Plan concepts and strategies related to infill development.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(2) As part of the development review process, require the provision of adequate buffers along the boundary between commercial and residential uses, and between multi-family and single family development.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
k. Florida Avenue				
(1) As part of the development review process, require the provision of adequate buffers along the boundary between commercial and residential uses, and between multi-family and single family development.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(2) Work with Riverside County to prepare an infrastructure development plan for the industrial areas surrounding the airport.	1 year post General Plan adoption	New Program	Community Development, Public Works Department	Department Budget
(3) As part of the development review process, ensure that the provisions of the Public Health and Safety Element related to airport land use compatibility within identified safety and transition zones are implemented.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
I. Northwest Hemet				
(1) Within the area bounded by Esplanade Avenue, Sanderson Avenue, Menlo Avenue, and Myers Street, require individual developments to be planned as part of a minimum 40-acre increment to ensure coordinated street patterns, land use capability, and infrastructure. Information which would be required as part of the master plan would include, but not be limited to the following: ▶ An assessment of public service levels as defined in the Public Services and Facilities Element of the General Plan. ▶ A listing of mitigation measures, if appropriate, which will need to be implemented as conditions of approval to assure the compliance with the General Plan Public Services and Facilities Performance Standards mentioned above. ▶ An areawide circulation map showing both adjacent minor roadways and the areawide collector system within one mile of the proposed project which clearly indicates how the proposed circulation system (both auto and trail systems) integrates with the General Plan Circulation Map and adjacent existing and proposed projects.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary		Timing	Status	Responsible Agency	Funding
m. West Hemet					
(1)	Work with Riverside County to ensure that the area within Reinhardt Canyon south of the north line of Township 5 South is developed pursuant to a specific plan if parcels smaller than five acres in size are proposed pursuant to a Specific Plan or hillside development standards, with specific conditions to address limitations discussed on Page II-A-79, if no specific plan is utilized.	Ongoing	New Program	Community Development	Department Budget
(2)	The development of properties in Reinhardt Canyon shall be coordinated with the development of properties south of the line extending from Tres Cerritos Road. With respect to dedication and improvement of Tres Cerritos Road west of California Avenue, the provision of emergency secondary access in addition to Tres Cerritos Road through the internal grid system of future development south of Tres Cerritos Road and conveyance of drainage.				
6. REGIONAL COOPERATION AND COORDINATION					
(1)	Participate in the Western Riverside Council of Governments (WRCOG) Growth Management Strategy for Riverside County by incorporating the following strategies into City's approach to regional cooperation and coordination: ► In cooperation with Riverside County and adjacent communities, establish of Area Planning Districts, Areas of Interest, and Spheres of Influences as defined in the WRCOG Growth Management Strategy in order to ensure that land use relationships are well defined in County areas and adjacent cities edges.				

Community Development

Strategy Summary	Timing	Status	Responsible Agency	Funding
► Using the concepts described in the WRCOG Growth Management Strategy, participate in the development of a continuing joint jurisdictional relationship which is used to develop policies related to growth control, consistency of area development, engineering, general plan, and facility and services standards in the areas described above.				
(2) Actively pursue reviewing the land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts which such programs may have on Hemet residents and businesses.	Ongoing	Existing Program	Community Development	Department Budget
(3) Work with the County to achieve and maintain a desired level of consistency between City's Land Use Plan and the Riverside County General Plan and Growth Management Plan.	Ongoing	New Program	Community Development	Department Budget
(4) Work with Riverside County to prepare a Community Plan for the unincorporated portions of Hemet's sphere of influence as a joint effort of the County, City, and residents and businesses of the unincorporated area.	60 months post General Plan adoption	New Program	Community Development, Riverside County, City Residents	Department Budget
(5) Participate in the planning activities of SCAG as a means of keeping abreast of regional planning activities and providing input to those activities.	Ongoing	Existing Program	Community Development	Department Budget
(6) Pursue formation of ad hoc coalitions with other local agencies as a means of increasing the effectiveness of Hemet's voice in regional planning efforts.	Ongoing	New Program	Community Development, City Manager's Office	Department Budget
(7) Initiate discussions on issues of common interest with local, regional, state, and federal agencies whose efforts could benefit or impact Hemet residents and businesses. Conduct such discussions on at least an annual basis.	Annual basis at a minimum post General Plan adoption	New Program	Community Development, City Manager's Office	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
7. CITY BOUNDARIES				
(1) Establish a sphere of influence community information program for each unincorporated study area to inform residents about the benefits of annexation of their area, and to determine whether any interest in annexation exists.	As needed	New Program	Community Development, City Manager's Office	Department Budget
(2) Encourage a specific joint planning and coordination effort of the East and Northeast Annexation Study Areas with the City of Hemet, County of Riverside, City of San Jacinto, area residents and property owners.	18 months post General Plan adoption	New Program	Community Development, City Manager's Office	Department Budget
(3) Work with LAFCO and the County of Riverside to establish a clear and factual determination of the impact relating to the expansion of the City boundaries.	Ongoing	Existing Program	Community Development	Department Budget
(4) Prepare a fiscal impact analysis and develop recommendations which detail programs necessary to support public services and facilities within the annexation area and detail potential service impacts to surrounding development.	On an as needed basis	New Program	Community Development	Department Budget
(5) Based on the General Plan, conduct a rezoning analysis of the area in question to identify existing conflicting land uses.	On an as needed basis	New Program	Community Development	Department Budget
(6) Prior to any annexation, provide a General Plan Consistency Analysis which details the proposed annexation's relationship with the mandated findings listed in the Community Development Element.	On an as needed basis	Existing Program (expansion)	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
8. SCHOOL FACILITIES				
(1) Require that new development be responsible for providing the necessary funding/resources to establish facilities commensurate to their project impact. In cases where existing school capacity does not exist to support new development, require the implementation of appropriate funding mechanisms permitted by law so as to ensure the availability of adequate facilities to support project development. Potential financing avenues include, but are not limited to: ▶ School District contracts with developer to provide funds for schools (over and above that established by AB 2167). ▶ Require dedication of land. ▶ Implement lease back turn-key program. ▶ Establish special assessment district financing (such as Mello-Roos Community Facilities Districts) for the area proposed for development.	Ongoing	Existing Program (expansion)	Community Development, Hemet Unified School District	Department Budget, Agency Budgets
(2) Coordinate development activity with the school district by: ▶ participating with the school district in joint planning efforts;	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees

Community Development

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ establishing a joint task force of City, School District, and development community representatives to identify additional means of funding school construction; ▶ notifying school districts of proposed development applications early in the review process; ▶ requesting that school district indicate the level of facilities available to serve development projects requiring discretionary review; and ▶ establishing a clear methodology for determining the impacts of development within the City of Hemet upon school facilities. General issues to initially be discussed as part of this determination should, at a minimum, include: ▶ methods to determine mitigation responsibilities of commercial/industrial development; ▶ senior housing impacts and the value of joint use facilities to seniors; ▶ credits for contributions made from City parks and recreation funding mechanisms; and ▶ other benefits to the community.				
(3) Work with the Hemet Unified School District to prepare a Master Plan of Schools which outlines specific sites needed to meet future school facility demands.	Ongoing	New Program	Community Development, Hemet Unified School District	Agency Budgets

Strategy Summary	Timing	Status	Responsible Agency	Funding
9. GENERAL CITY FACILITIES				
(1) Conduct an annual assessment of general City facilities, evaluating adequacy of facilities and equipment serving the City; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.	Ongoing annual	Existing Program (expansion)	City Manager's Office	Department Budget
10. LIBRARY FACILITIES				
(1) Prepare a comprehensive, long-term Master Library Plan to identify new sites for library facilities.	24 months post General Plan adoption	New Program	Library Administration	Department Budget, Development Impact Fees
(2) Conduct an annual assessment of library facilities, evaluating adequacy of facilities, stocks, and other equipment; personnel staffing and program needs; and five year stock, equipment, facility, and staffing needs based on anticipated growth and desired level of service.	Ongoing annual	Existing Program (expansion)	Library Administration	Department Budget
11. SEWER FACILITIES				
(1) As a condition of approval, require that individual developments install sufficient sewer facilities needed to meet the performance standards of the site's sewer agency.	Ongoing annual	Existing Program	Public Works Department, Eastern Municipal Water District	Department Budget, Development Impact Fees, Private Financing
(2) Conduct an annual assessment of sewage facilities, evaluating their adequacy, and program needs, and identifying five year facility needs based on the anticipated level and location of growth.	Ongoing annual	Existing Program (expansion)	Public Works Department	Department Budget
(3) Work with EMWD to investigate the feasibility of creating Septic Tank Maintenance Districts in rural areas to ensure that proper maintenance is performed to reduce or eliminate failures; and to provide for acceptable disposal of wastes.	18 months post General Plan adoption	New Program	Public Works Department	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(4) Work with EMWD to identify potential locations for future development of a regional treatment plant facility.	60 months post General Plan adoption	New Program	Community Development	Department Budget
12. COMMUNITY AND CULTURAL SERVICES AND FACILITIES				
(1) Support and encourage the development of independent living and congregate care facilities for senior citizens in locations with convenient access to social, transportation, commercial, and medical services.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(2) Support and encourage the development of housing which is accessible and affordable to the physically handicapped.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(3) Incorporate handicapped ramps in all curb and sidewalk designs within the City of Hemet.	Ongoing	Existing Program	Public Works Department	Department Budget, Development Impact Fees, Other Street Improvement Fees

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ECONOMIC DEVELOPMENT

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INTRODUCTION

Local economic development consists of the ways in which people and businesses contribute to a city's economy through consumption, production, investment, and job creation. Thus, the economic development process consists of the linkages between population, area businesses and industry, and the financial health of local government, including:

- ▶ creation and maintenance of local jobs;
- ▶ provision of shopping opportunities and essential services, such as medical care;
- ▶ performance of local retail and service businesses;
- ▶ local non-residential land use structure and intensity of use;
- ▶ financing of infrastructure improvements; and
- ▶ flows of revenue to local government and allocation of funds for public services.

The intensity of economic development activities in the Hemet area has been sufficient to support the valley's retail needs in the past by basing most business investments in retail, commercial services, agricultural support services, and other services needed by the area's senior citizen community.

If the City of Hemet is to maintain its role as the primary commercial center within the valley, economic development strategies must be coordinated with the strategies of all elements within the General Plan. By making economic development a fundamental priority, it should be possible for the City of Hemet to maintain a healthy economic position, provide for increased employment opportunities, and be assured of securing a large portion of future regional economic growth.

The Economic Development Element addresses the following issues:

1. Citywide Economic Base
2. Strengthening Hemet's Principal Commercial Nodes
3. Attracting Commercial and Industrial Development
4. Economic Development Tools
5. Infrastructure Financing

1. CITYWIDE ECONOMIC BASE

Goal

Promotion of an economic base which provides primary service to the area's retirement population while broadening business and employment opportunities for the wider San Jacinto Valley community.

Issues

Under present public finance law in the State of California, sales tax revenues are a primary source of municipal income. In general, cities cannot afford to provide high levels of public services and facilities without having a strong retail commercial base.

As a result of the need for sales tax revenues, cities have become highly competitive for commercial land uses, resulting in "fiscalization" of land use decisions, and the following efforts on the part of many cities:

- ▶ aggressive efforts to capture major economic generators such as regional malls, auto malls, and new industrial parks;

Economic Development

- ▶ increased use of incentives to the private sector to create new developments or to maintain existing economic functions, often to the point that "bad deals" for the city result;
- ▶ shunning of certain types of housing and businesses because of perceived economic or social costs; and
- ▶ overzoning of commercial and industrial lands, leading to sporadic and sometimes marginal development.

❑ As a well established smaller city which lies outside the major regional transportation network, Hemet faces special challenges in this highly competitive environment:

- ▶ minimizing the potential erosion of its economic base by new competitors such as the cities of Perris, Lake Elsinore, Moreno Valley, and Temecula;
- ▶ creating an attractive community image that reflects the character of individual neighborhoods within the community;

For additional information regarding community character, see the Community Character and Design portion of the Community Development Element.

- ▶ addressing problems of internal economic structure such as congested commercial strips, as well as planning for major vacant sites; and
- ▶ ensuring adequate governmental revenues to fund essential public services.

Population Dynamics

❑ Population trends in Hemet and other areas of Riverside County indicate that, although the City of Hemet will continue to grow in population, it will lose its population supremacy among the subregion's cities within the next ten years. Since Perris, Sun City-Menifee, Lake Elsinore, and Temecula will be growing in population faster than Hemet, and since they generally have better access to the regional transportation network, they will become important economic development rivals.

❑ Even with the shifting of area growth centers, Hemet continues to be the hub of a subregional area in central Riverside County. The City's immediate trade area (a ten-mile ring centered on the intersection of Florida Avenue and State Street, contains a current (mid-1989) population of 102,500 of which:

- ▶ about 47,100 reside within the municipal boundaries of Hemet or San Jacinto; and
- ▶ some 55,400 reside in unincorporated areas stretching from Winchester and Homeland to East Hemet and Valle Vista.

❑ Analysis of retail inflow and leakages indicate that, although Hemet's business community depends heavily on the contributions of seasonal residents, purchases by residents of communities surrounding Hemet are far more important than spending by winter residents.

❑ The City of Hemet has a unique demographic profile, and is characterized as a community dominated by "empty-nesters" and retirees. This unique family/age mix has a direct bearing on the local business sector.

Older couples with no children at home and persons who live alone tend to spend more on discretionary items such as eating out, travel, and other leisure pursuits.

**Table II-B-1
Hemet Income Demographics**

Household Median Income	
Hemet	\$20,382
Ten-mile ring centered on Florida/State	\$21,550
Riverside County	\$28,140
Percent Households with Incomes over \$35,000	
Hemet	23.3%
Ten-mile ring centered on Florida/State	27.7%
Riverside County	41.2%

Source: Urban Research Associates, 1989

As a whole, they also tend to spend less on clothing and home furnishings than do younger families.

- ❑ Hemet's age structure and range of housing opportunities produce an income profile which is slightly below that found in the surrounding area.

- ❑ Because of Hemet's unique demographic makeup, income is perhaps less meaningful than in other communities. Financial resources can also be measured in terms of personal assets. From that perspective, Hemet possesses considerable economic strength.

The total balance at savings and loan institutions in Hemet is greater than in any other city in Riverside County. Approximately 25 percent of all deposits with S&L's throughout Riverside County are within the City of Hemet.

This represents a considerable potential for local consumption and for reinvestment in the community's housing stock, job creation, and the economy at large.

- ❑ Hemet is home to roughly 48,950 year-round residents. Local sources also indicate that an additional 6,300 "snowbirds" come to Hemet each year for extended stays between November and April.

Retail Centers and Corridors

- ❑ Retail shopping centers and commercial corridors are mutually supportive components of the City's commercial land use base.

Centers offer the convenience of multiple stop and comparison shopping and the combined drawing power of many stores. These factors help support higher level retail functions capable of drawing customers from a wide area.

Economic Development

Commercial corridors generally offer high accessibility and visibility, combined with somewhat lower rents. In addition to convenience goods, corridors provide large sites capable of supporting major free-standing destination retailers.

- ❑ Community-level shopping centers provide an important contribution to the City's retail base supplementing the regional mall.

Commercial concentrations at the intersections of Sanderson/Florida, Yale/Florida, and State/Stetson each represent community level shopping nuclei containing food, drug, and specialty stores.

Because these centers are easily accessible from areas outside of the Hemet City limits, they serve customers living outside of the City, providing an infusion of sales tax revenue into the community.

The attractive powers of the retail cluster at Sanderson and Florida and the Hemet Valley Mall one-half mile to the east have the potential to complement one another. The combined drawing power of these sites, as well as the corridor between them, can support higher level retail stores.

Hemet's ability to achieve an expanded critical mass of retailing capable of drawing customers from a wide area may be diluted if major retailers are divided between the Stetson and Florida locations. Therefore, the General Plan focuses major retail activities on Florida Avenue.

- ❑ With the notable exception of automobile dealers, the Florida Avenue commercial corridor is largely focused toward local service businesses.

Large vacant parcels capable of supporting major retailers are still available along the West Florida corridor. The location of the Auto Center at Warren Avenue, and Warren's subregional transportation function provide a significant potential for attracting higher level retailers to this location.

The former District Fairgrounds are currently being recycled to higher level retail uses; however, the fairgrounds have limited visibility from Florida, and may therefore need to be developed in conjunction with other parcels along Florida. The relocation of the auto dealer along Florida north of the fairgrounds provides this opportunity.

Care will need to be taken to define accessible retail sites capable of supporting major users in order to minimize their loss to premature, fragmented development.

Office and Professional Development

- ❑ The regional position and demographic makeup of Hemet combine to provide strong support for the health care and financial sectors.

The principal focus of health care facilities is in the blocks surrounding the Hemet Valley Hospital on San Jacinto Street north of Florida.

Financial institutions are clustered along Florida Avenue east of State Street and west of Lyon.

- ❑ The existing Residential-Professional zone in the vicinity of the hospital has resulted in the clustering of medical offices and a gradual conversion of older residences. To date, the majority of the land south and west of the hospital has been converted to office uses or is owned by medical professionals anticipating conversion.

Although the overall direction of this conversion may be beneficial, it also may slow down the development of modern medical buildings, while prolonging the transition period of the neighborhood.

- ❑ In addition to existing office and professional land uses, the existing Hemet Stock Farm and Hemet Junior High School sites provide significant potential for high quality office professional development in a mixed use context.

Industrial Land Use

- ❑ Only a modest proportion of Hemet's economy is devoted to manufacturing, wholesaling, construction, and transportation.
- ❑ Because of the City's location away from the major industrial markets, sources of labor, and Southern California freeway corridors, it is unlikely that industrial activity will increase its share of the Hemet economy in the foreseeable future without significant efforts at industrial attraction.
- ❑ One of the main attractions for industrial development in the Hemet area is that the area is perceived as having a high quality of life.

Underutilized Parcels

- ❑ Underutilized commercial sites and vacant commercial buildings are an important economic concern, even in a growing city like Hemet which contains ample quantities of vacant land. Left unattended, vacant and underutilized parcels within established commercial districts have the potential to disrupt the integrity of commercial districts and exert a negative impact on surrounding uses.
- ❑ The following areas possess a significant potential for renewed development at present or in the near future:
 - ▶ The former District Fairgrounds at Palm and Florida. The site has the advantage of large size (12.1 acres) and a location close to the center of Hemet. This site is currently being developed as a community-level retail center. Although visibility of several parcels in this area is limited by existing uses along Florida, these parcels could be recycled in a comprehensive redevelopment program. This could also lead to additional improvements along this older section of Florida.

- ▶ Existing automobile dealer sites. The shift of Hemet's new car dealers to the Auto Center at Warren and Florida will create important recycling opportunities. Four dealers are presently located along Florida: two in the prime commercial corridor west of Lyon, one near the District Fairgrounds, and one in the central business district at State and Florida. Because of their size, each of these sites will present valuable opportunities for supporting new retail functions after they are vacated.
- ▶ Existing mobilehome and recreational vehicle sales yards along Florida Avenue will likely be displaced in the future as land values increase. These uses have traditionally provided significant economic benefits to Hemet. Potential areas for relocation include the area south of the Hemet Valley Auto Mall and near the projected Domenigoni Reservoir's eastern recreational area (particularly for recreational vehicle sales).

Competition from Nearby Communities

- ❑ Competition from commercial land uses in surrounding communities is a principal cause of retail sales leakage. Projected changes in the surrounding area will contribute to some sales leakage.

As residential development continues in the cities of San Jacinto, Perris, and Temecula, these communities will develop more of a commercial base and will lose much of their dependency on Hemet as a subregional commercial hub.

The completion of the Ramona Expressway connection to Florida Avenue will create significant commercial opportunities outside of the Hemet City limits. In addition, the route will tend to bleed off traffic which now travels along Hemet's Florida Avenue commercial corridor.

Economic Development

The City of San Jacinto is taking an aggressive stance toward annexation and development of the north and western portions of the San Jacinto Valley. A significant part of their expansion plans is the establishment of commercial uses within newly annexed properties.

- ❑ The overall impact of competition might not present as serious a problem as first appears. There are no competing communities immediately to the southwest, west, or northwest of Hemet.

Competing centers adjacent to Hemet are presently modest in scale, and will not preempt new commercial developments from locating in Hemet.

The relocation of auto dealerships from East Hemet into the City will, over time, bolster Hemet's already strong inflow of sales tax dollars.

Concepts

- ❑ The primary overall concept is to capitalize on Hemet's existing commercial base. Thus, significant emphasis will be placed on strengthening retail and service businesses in those sectors patronized by the City's senior and seasonal populations.
- ❑ The pending construction of MWD's Domenigoni Reservoir will add a new dimension to Hemet's commercial potential. When completed, recreational uses located at the reservoir can generate significant retail sales. The basic concept of capturing this commercial potential is to work closely with MWD in their detailed planning efforts, to integrate recreational uses at the reservoir into the surrounding community, and to ensure that adequate land is designated for commercial use adjacent to the reservoir's eastern recreation area to provide services and goods to visitors.

- ❑ A grid of commercial nodes will be established as part of the General Plan Land Use map to provide neighborhood and community level shopping. The grid will ensure that adequate land is made available for commercial development, while avoiding overzoning of commercial land and establishment of new commercial strips.

For further information regarding development concepts for specific commercial and industrial areas, see the Community Development Element.

- ❑ Because of Hemet's physical location away from the major regional transportation corridors, Hemet's emphasis on jobs creation will focus on and be most effective with firms which are not highly dependent upon transportation facilities.

- ❑ Two primary industrial areas are envisioned within the General Plan study area. These include:
 - ▶ the area north of downtown which will focus on light industrial and service uses; and
 - ▶ the area surrounding the Hemet-Ryan Airport which will focus on light manufacturing and warehousing uses.

Strategies

- (1) Support and encourage the development of motor home/recreational vehicle sales and service centers.

Issues

- (2) Expand service and clerical employment opportunities in the financial "back office" sector (branch service centers which do not necessarily have direct public contact).
- (3) Explore the feasibility of a gerontological/medical research complex linked to one or more of the research hospitals in Southern California.
- (4) Emphasize medium-sized and smaller employment firms to reduce disruptions from cyclical and structural changes in regional, state, and national economies.
- (5) Work with MWD in their planning efforts for the Domenigoni Reservoir's eastern recreation area to design recreational uses which will:
 - ▶ provide recreational opportunities for local residents, as well as function as a regional recreational destination;
 - ▶ integrate into and be compatible with the surrounding community; and
 - ▶ provide opportunities for commercial services and retail sales.

- ❑ The Hemet Valley Mall is a major retail asset for the community. The mall is a key contributor to the City's favorable retail sales position. The drawing power of the mall is, however, limited by the small number and size of the anchor stores and by the modest size of the mall.

An increase in the scale of retailing through expansion of the existing mall will assist Hemet in attracting higher level functions, and thus help the City maintain its preeminent position in retailing as the overall size of the subregion increases.

- ❑ Additional opportunities exist to expand retail and service uses at the intersection of State Street and Stetson Avenue. However, existing rights-of-way in the area preclude roadway widening and intersection improvements in the area.

Concepts

- ❑ Revitalization and expansion of the Hemet Valley Mall through the addition of one new retail anchor by 1995 is a community priority. The addition of such an anchor will strengthen Hemet's position as a subregional commercial base, and facilitate the acquisition of additional sales tax generating uses.

- ❑ The second major commercial node within the City of Hemet is the corner of State and Stetson. The primary concept to strengthen this node is the provision of multi-family development adjacent to the commercial uses within the node. This will not only increase the node's support base, but will act as a buffer between commercial and single-family uses.

2. STRENGTHENING HEMET'S PRINCIPAL COMMERCIAL NODES

Goal

- ❑ Strengthen and diversify Hemet's principal commercial nodes located at the Hemet Valley Mall, the State/Stetson intersection, and the Florida/Warren intersection.

Economic Development

For more information regarding development concepts for Hemet's major commercial nodes, see the Florida Avenue and Commercial Development portions of the Community Development Element.

- The creation of the Hemet Valley Auto Mall at the intersection of Warren Road and Florida Avenue, along with the relocation of State Highway 79 and the possible future establishment of a Metrolink commuter rail station along Warren south of Florida creates significant opportunities for major commercial development. The concept for the Warren/Florida intersection is to focus on the completion of the auto mall, establishment of complementary uses, and the development of commercial uses with a regional orientation.

Strategies

- (1) Reserve land adjacent to the Hemet Valley Mall for mall expansion.
- (2) Create buffer zones of moderate density housing along with pedestrian linkages surrounding the State/Stetson intersection to strengthen the base of accessible consumers.
- (3) Designate the intersection of Warren Road and Florida Avenue on the General Plan Land Use map for regionally oriented commercial uses. Require development of a specific plan for the northeast quadrant of the intersection.
- (4) Develop a "regional commercial" zone.

3. ATTRACTION OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Goal

- A community which will ensure that major commercial and industrial developments contribute to a healthy local tax base.

Issues

- In addition to significant changes in population dynamics in the Hemet and Riverside County area, significant changes are occurring in the relationship between housing and employment:
 - ▶ The Hemet-San Jacinto area has had a stronger job base than did subregions to the west (Perris-Moreno Valley-Temecula-Lake Elsinore).
 - ▶ New employment growth, however, is concentrating in these areas, particularly Temecula.
 - ▶ Hemet and the immediately surrounding area may experience a temporary erosion of the employment base as some firms relocate closer to Interstate 215 and/or Temecula.
- An analysis of the City's 1988 land use survey points to an excess of land zoned for industrial uses and a shortage of land zoned for commercial use.
 - ▶ An imbalance in the zoning of land favoring residential or industrial uses over commercial uses can lead to artificial land shortages that discourage the creation of an adequate economic base to support the City's population.

- ▶ An imbalance that favors industrial land over commercial or residential uses can result in the spread of premature, low-quality development that may preempt the growth of higher-quality uses as demand increases in the future.
- ▶ Because the location of the Hemet-Ryan Airport and its safety zones creates a large area suitable for industrial development and precludes other uses, the City will need to be careful that industrial development within the General Plan study area is of acceptable quality and adequately contributes to the economic well-being of the community.

❑ Commercial and industrial land uses within the General Plan study area occur in eight functional subareas:

- ▶ West Florida: extending along Florida Avenue from west of Cawston Avenue to Lyon Avenue, between Devonshire Avenue on the north and Acacia Avenue on the south;
- ▶ Central Florida: older commercial strip and central business district bounded by Lyon and San Jacinto Street, Devonshire and Acacia;
- ▶ East Florida: narrow strip extending along Florida east of San Jacinto to the eastern City boundary;
- ▶ Northwest: scattered commercial and industrial development north of Devonshire and west of Gilbert Street;
- ▶ North State: commercial and industrial land in the State Street corridor north of Devonshire, between Gilbert and Santa Fe Street;
- ▶ Northeast: scattered industrial and commercial parcels east of Santa Fe and north of Devonshire;

- ▶ Southwest: irregularly shaped wedge of industrial and commercial land uses east of the Hemet-Ryan Airport and south of Acacia; and
- ▶ Stetson: commercial strip extending along Stetson Avenue from west of Lyon to east of State Street.

Vacant Commercial and Industrial Land

❑ The character and extent of vacant commercial and industrial land is a major determinant of economic potential. Because Hemet still has significant room to expand, the amount of vacant land is not a major issue.

❑ There are significant variations in the proportion, parcel size, and zoning of vacant land among the different commercial/industrial areas within the City of Hemet.

The Central Florida and East Florida corridors contain 16.4 acres of vacant commercial land, representing only six percent of their total commercial acreage.

The built-up portion of the West Florida corridor between Cawston and Lyon contains 71.9 acres of vacant commercial land, representing 25 percent of the total.

A majority of the vacant West Florida land consists of medium-sized parcels ranging from five to nine acres.

Most of the vacant parcels that actually front on Florida Avenue are located west of Kirby Street.

Approximately half of the commercial acreage in the Stetson corridor is vacant.

Economic Development

Vacant industrial land is concentrated in the North State Street and Southwest area of the City. Vacant industrial land in the North State Street corridor is about evenly divided between medium-sized five- to nine-acre parcels and small one- to four-acre parcels. More than half of the vacant industrial land in the Southwest area is in larger parcels of ten acres or more.

- ❑ The variable character and distribution of vacant commercial and industrial land in Hemet has significant implications for economic development policy.

The shortage of vacant commercial land in the highly accessible Central and East Florida corridor areas suggests that key land use issues will focus on recycling and redevelopment.

Vacant land along the West Florida corridor will become increasingly scarce and valuable over the next several years.

Hemet's continuing role as a major subregional commercial focus will be affected by the intensity of new commercial development in the West Florida corridor.

The abundance of vacant industrial land in Hemet increases the likelihood that underutilization and premature development may adversely affect the City's long-term economic base.

Much of the available industrial land within the General Plan study area has been previously subdivided, especially in the North State Street corridor, minimizing the potential for cohesive industrial park development.

Concepts

- ❑ The City of Hemet recognizes that while commercial and industrial development is critical to the economic well-being of the community, the likelihood of such uses

coming to the community is low unless the community takes an active role in attracting such development. Thus, a key feature of the General Plan's economic development program is a conscious program aimed at attracting commercial and industrial uses which will provide a positive source of municipal income and local jobs to assist in supporting the facilities and services desired by Hemet residents and businesses.

For additional information regarding development proposals for specific commercial and industrial sites, see the Community Development Element.

- ❑ In addition to attracting new commercial and industrial development, the City recognizes its obligation to ensure that such development represents a positive addition to Hemet's economy. Thus, a review of the economic impact which a new commercial or industrial use would have on the community is often warranted.

Strategies

- (1) Create joint public/private efforts to expand the taxable retail sales base of Hemet by an average of five percent per year over the next five years.
- (2) Prepare an annual "State of the Economy" report to the community and City Council, documenting the fiscal health of the private sector, the local government, and highlighting major public/private economic achievements.
- (3) Market the City as a community that fosters economic development.

(4) Work with the Community Development Department to:

- ▶ Develop an incentive program to encourage medium-sized, labor intensive industrial and commercial developments that will expand the City's employment base.
- ▶ Retain the services of an Economic Development Specialist to market the City and coordinate its development activities.

(5) Require a fiscal impact analysis report to accompany development applications for any commercial or industrial project in excess of 20 acres.

4. ECONOMIC DEVELOPMENT TOOLS

Goal

- Utilization of a broad array of tools to attract and retain economically strong business and industry and support the maintenance of neighborhood quality.

Issues

- Redevelopment emerged as the primary leader among California's economic development tools in the 1980s. Redevelopment activities can provide fiscal, as well as physical and supplemental assistance to foster economic growth. Redevelopment acts as a short-term public investment to facilitate the development of greater long-term revenues than would occur without such assistance. Specific devices include:

- ▶ Direct Fiscal Assistance:
 - Land cost write-downs.

- Interim project financing.
- Property tax share rebates.
- Waiver or agency payment of development fees.
- Low interest loans and grants.
- ▶ Physical and Supplemental Assistance:
 - Acquisition of property.
 - Assemblage of small parcels into viable development units.
 - Clearance of property.
 - Agency construction of offsite public facility improvements.
 - Provision of parking facilities.
 - Accelerated development review processing.

- ▶ Compared to other cities in the area, Hemet has only sparingly used redevelopment as an economic development tool. Hemet's redevelopment actions have focused on improvement of Salt Creek.

- Currently, the City of Hemet has seven adopted redevelopment project areas:

- ▶ Hospital Project Area: This 31-acre area was formed to deal with inadequate traffic circulation in the vicinity of the Hemet Valley Hospital, and to deal with long-range relocation of West Valley High School, including reuse of the site and completion of Devonshire Avenue through the school site.
- ▶ Hemet Stock Farm: This redevelopment area was formed to facilitate the appropriate reuse of this 36-acre site.

Economic Development

- ▶ **Farmers' Fair:** The 78.5-acre Farmers' Fair project area was formed to facilitate the appropriate reuse of the fairgrounds and State armory.
- ▶ **Southwest:** The Southwest redevelopment area comprises 2,230 acres, and was formed to assist with infrastructure provision (primarily flood control and related bridges) as a prerequisite to urbanization of this area.
- ▶ **North Hemet:** This 40-acre joint City-County project is designed to reduce visual and physical blighting in a mixed industrial/commercial/residential area along North State Street.
- ▶ **Downtown:** Approximately 90.5 acres in downtown Hemet were placed within a redevelopment project area to facilitate preservation of historic structures, seismic upgrading of structures, and economic revitalization of the historic core of the City.
- ▶ **Weston Park:** This 163.5-acre area was formed to facilitate appropriate land use transitions as medical activities expand outward from the Hemet Valley Hospital.

❑ Two additional areas within Hemet might benefit from the multiple tools of redevelopment. These include:

- ▶ Industrial and commercial uses along the rail line north of Devonshire.
- ▶ The west Florida retail corridor, including the Hemet Valley Mall which is not currently within a redevelopment area.

Concepts

❑ In general, the more tools which a community has available to facilitate positive changes in its local economy, the more successful it will be. The Hemet General Plan strives to create

a sufficient array of economic tools to ensure the success of its economic development program.

❑ Primary among the tools available to cities the size of Hemet is redevelopment. Thus, the General Plan emphasizes a continuing role for the Hemet Redevelopment Agency in the creation of economic development opportunities.

❑ The specific plan process provides not only an opportunity for enhanced land use designs, but can also be used as a potent economic development tool. The General Plan recognizes that by preparing a specific plan for commercial and/or industrial areas in advance of specific development proposals, a myriad of issues can be worked out ahead of time, thereby providing a greater degree of certainty in the development review process. Such certainty can be a strong incentive to commercial and industrial developers.

For additional information regarding the specific plans proposed to be formulated within the General Plan study area, see the Commercial Development, Industrial Development, and Neighborhood Planning Areas portions of the Community Development Element.

Strategies

(1) Broaden the use of redevelopment as an economic development tool to include public facilities, services, and benefits other than flood control.

- ▶ Use redevelopment bond funds to upgrade local infrastructure in areas appropriate for major retail and industrial activity.

Economic Development

- ▶ Consider an equity position for the Hemet Redevelopment Agency in cases where particular projects serve a pressing public need, but where private investment interest may be low.
 - ▶ Consider amending the Farmers' Fair Redevelopment Project Area, or creating a new project area to include the commercial corridor of West Florida Avenue, to promote upgrading of the Hemet Valley Mall.
 - ▶ Consider the use of redevelopment funds to support the operation of an Economic Development Office.
 - ▶ Consider the use of redevelopment tax increments to supplement development impact fees for the more expensive major facility improvements.
 - ▶ Establish a revolving loan fund and/or grant pool for commercial building seismic upgrading with redevelopment funds in the downtown area.
- (2) Use bond funds to upgrade local infrastructure in areas appropriate for major retail and industrial activity.
 - (3) Aggressively promote the City of Hemet as a community which is supportive of economic development.
 - (4) Emphasize development agreements which provide the redevelopment agency with an equity participation in major projects rather than land acquisition/resales or other direct subsidies.
 - (5) In cases where property acquisition is necessary for major projects, that acquisition shall proceed through willing-seller/willing-buyer negotiations rather than eminent domain.
 - (6) Draw upon the proceeds of the housing set-aside funds to assist low income seniors with housing maintenance and major improvements.
 - (7) Use redevelopment tools to maintain control over future development on the West Valley High School site and consider using redevelopment tools to maintain control over future development on the Hemet Stock Farm.
 - (8) Establish criteria for the content of specific plans to ensure that they address all critical issues relative to the area in question.
 - (9) Amend the existing Redevelopment Plan or prepare a new Specific Plan for the design, land use arrangement, circulation, and financing for renovation of the historic downtown.
 - (10) Investigate the need for preparation of an industrial/commercial specific plan for the vacant and underutilized lands along State Street north of Oakland Avenue.
 - (11) In cooperation with the County, explore the desirability of preparing a specific plan for the industrial areas surrounding the Hemet-Ryan Airport as a means of determining infrastructure needs, developing a program for providing such infrastructure, and providing an incentive to landowners within the area to annex properties to the City of Hemet.
 - (12) Encourage master planning and, where appropriate, mixed-use character at major in-fill sites.

For information on specific sites for master planning, see the Master Planned Development portion of the Community Development Element.

Economic Development

5. INFRASTRUCTURE FINANCING

Goal

- ❑ Establishment of equitable funding mechanisms which ensure that new development pays for itself.

Issues

- ❑ Research completed by Management Services Institute (MSI) as part of the City's Development Impact Fee Report indicates a backlog of several major capital improvement projects in the City of Hemet, including:

- ▶ City Hall expansion;
- ▶ replacement of the existing police facility;
- ▶ several storm drain projects (especially along Whittier Avenue and Stetson Avenue);
- ▶ street resurfacing;
- ▶ new water wells; and
- ▶ a new library.

- ❑ According to MSI, the cost to meet existing needs created by existing development for the facilities described above, as well as for major equipment and other capital programs, amounts to \$104,659,000 in 1990 dollars. These costs cannot be legitimately allocated to new development.

- ❑ MSI indicates that new development within the City of Hemet will require \$212,656,000 (1990 dollars) in capital facilities by the year 2015. This figure was used as the basis for determining development impact fees for the City of Hemet.

- ❑ Although other cities in Riverside County have established development fee programs, Hemet's fees are higher than those of surrounding communities. This is because Hemet's development impact fees cover a much wider range of facilities than do the other cities' programs. Because the City of Hemet's fees cover a much more extensive list of facilities than do other cities' programs, the meaning and implication of the differences in fees cannot be accurately measured.

From strictly an economic development standpoint, the effects of relatively higher facility impact fees are unlikely to be among the most critical factors in shifting economic investment from one city to another, as long as there is a strong economic climate where reasonable returns on investment can be achieved. Other costs, such as land cost, direct construction costs, labor availability, and market size typically outweigh fees as a major cost consideration.

- ❑ Desirable commercial and industrial development in certain portions of the General Plan study area is constrained by a lack of public facilities or by an illogical mix of existing uses. The uncertainties inherent in developing such areas often steer commercial and industrial developers to other, easier to develop lands.

The industrial area surrounding Hemet-Ryan Airport suffers from a lack of infrastructure and urban services. While parcels within this area are conducive to industrial development, a comprehensive infrastructure development financing plan will likely be needed prior to significant private investment occurring in the area.

The area north of the downtown along State Street contains widely varied land uses and parcel sizes. Long-term development of this area will likely require consolidation of parcels and conversion of existing uses to desired patterns.

Concepts

- Most California communities, including the City of Hemet, have exacted land dedications, facilities, or in-lieu fees from developers for several decades to finance public improvements. Development impact fees in the form of cash contributions are becoming the most popular form of exactions.

The basic presumption in requiring exactions from developers is that the infrastructure or public facility impacts resulting from new development should be paid for by the developers whose actions create the need for the facilities.

- The imposition of development exactions and fees is legally governed by a rule of equity.

Fees and exactions must be used to address only the proportionate share of new facility and capacity expansion requirements directly associated with the burden of new growth.

Popularly termed the "nexus test," this means that new development can be required to pay for all of the impacts it creates, but cannot be forced to finance needs created by existing development.

State law, known as AB 1600, also requires that a fee program identify the specific facilities to be funded. In addition, all funds collected through the fee program must be expended or committed to a specific project within five years or they are to be refunded.

Cities establishing fee programs are also required to undertake an annual evaluation of the fees to ensure that they continue to be equitable, and that the nexus used to create the fee still exists.

- The City of Hemet adopted a comprehensive Development Impact Fee, consolidating a number of capital facilities impact fees under a single program, in August 1989.

Following a carefully detailed capital improvement fee needs and cost analysis, the Development Impact Fee Report was completed in May 1990. This report details capital facilities needs for the following City facilities and services:

- law enforcement facilities, equipment, and training;
- fire facilities, equipment, and training;
- general City facilities;
- storm drain facilities;
- traffic control facilities;
- streets and thoroughfares;
- bridges and culverts;
- sewage collection facilities;
- water holding and distribution facilities;
- solid waste facilities and equipment;
- library facilities; and
- parks and recreation facilities.

As part of the analysis used to justify the adoption of the Development Impact Fee an analysis of the relative needs created by existing and new development was created. The report concluded that public facilities needs created by existing development totaled about \$101,659,000 while public facilities needs created by new development will total about \$212,656,000.

Economic Development

The fee schedule adopted by the City Council in September 1990 (Resolution No. 2853) allocates the costs of public facilities needed by new development, and requires the payment of fees for capital facilities.

These fees identify the costs of public facilities which will be required by new development, and ensure that such costs are borne exclusively by new development. The above costs do not, however, pay for facilities necessitated by existing development.

New developments located south of Stetson and east of Cawston fall under a surcharge zone, requiring fees in addition to those cited above.

The fees adopted under the City of Hemet Development Impact Fee Program are applicable to all building permits issued by the City after July 25, 1989.

❑ Assessment Districts are an effective public facilities financing mechanism when it can be determined that the facilities support a specifically defined geographic area.

Typical applications include water distribution, sewer, parking, street lighting and landscape facilities, as well as maintenance of public rights-of-way.

The assessment district must be for a clear public purpose, and costs of the district must be equitably apportioned within the district in relation to the actual benefits received.

District creation occurs by election, after a petition from the area's property owners and adoption of assessment procedures by the City Council resolution. In populated areas, the district must be approved by two-thirds vote of residents within the proposed district.

Once an area has been designated, actual revenues become available upon the issuance of bonds or via direct billing of property owners for assessments.

As a special tax, assessment districts are not subject to the spending limits under Article XIII B of the California Constitution (Proposition 4).

The requirement for a two-thirds vote often restricts the formation of assessment districts to undeveloped areas held by a single or limited number of owners.

Virtually all assessment districts are formed (or their projects are financed) under one of seven enabling acts:

- ▶ Improvement Act of 1911;
- ▶ Municipal Improvement Act of 1913;
- ▶ Improvement Bond Act of 1915;
- ▶ Parking District Law of 1951;
- ▶ Landscaping and Lighting Act of 1972;
- ▶ Benefit Assessment Act of 1982; or
- ▶ Mello-Roos Community Facilities Act of 1982.

❑ Although primarily intended as an economic development tool, the redevelopment process and tax increment financing can be used to finance development of public facilities.

Hemet's redevelopment actions have focused on the design, property acquisition, and initial construction of Salt Creek drainage channel improvements.

Because of the high cost of flood control improvements, it is likely that flood control will continue to receive the highest redevelopment priority over the next several years.

❑ The relative strengths and weaknesses of the use of development fees, assessment districts, and redevelopment as a means of financing public facilities development are described in Table II-B-2.

❑ A central concept to financing the provision of public services and facilities is to provide a flexible package for the City to use in setting requirements for future development.

There may be circumstances under which the City may wish to provide development incentives such as a waiver of fees or redevelopment assistance in the provision of infrastructure to achieve community objectives. Examples of such objectives include projects which will be major sales tax or employment generators, affordable housing developments, and infill development.

While the City's Development Impact Fee ordinance presents a valuable tool to ensure that new development pays its way, in certain circumstances, the City will wish to require construction of facilities in lieu of fees, provided that the value of improvements and fees provided by a development is equal to the total required fees.

❑ In order to ensure that General Plan performance standards for public services and facilities are met, it may be necessary to require that new development provide facilities in excess of the value represented by the City's Development Impact Fee ordinance.

In such a case, the City may, at its option, require the improvements and provide a reimbursement agreement to the developer. Costs for such facilities provided by the first development would be reimbursed from fees collected from subsequent development.

Alternatively, the City may, at its option, require improvements of one type of facility in excess of the value of development fees and waive other impact fees, so that the development pays only the equivalent cost of the total fees normally required of the development. In such a case, fees collected from other developments for the facility provided by the first development would be used to make up the fees for other facilities.

Strategies

- (1) Identify areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.
- (2) Develop an infrastructure assessment and reporting system as part of the implementation of AB 1600 and the ongoing Capital Improvement Program to monitor the capacity of existing facilities in order to ensure that a proposed development does not overwhelm the existing facilities (see Table II-B-3).
- (3) In coordination with area service agencies and Riverside County, conduct and maintain an inventory of the availability and adequacy of public services and facilities. Use the information to coordinate capital improvement programs and as the basis for making determinations as to the adequacy of community facilities pursuant to Measure C and Ordinance 88-65. In addition:
 - ▶ Establish procedures for the regular exchange of information regarding proposed development and availability and adequacy of public services and facilities.
 - ▶ Take a proactive role in ensuring that the flow of information between agencies is maintained.

Economic Development

Table II-B-2
Analysis of Advantages and Disadvantages
of Alternative Public Facilities Funding Mechanisms

Advantages	Disadvantages
Impact Fees and Service Fees	
Collection and administration are usually straightforward and equitable.	Imposition of fees requires expensive, time consuming analyses to establish the system and periodic updating of the fee structure.
Funds are earmarked for clearly identifiable public facilities.	Any individual may request an audit to determine if the fees are necessary and reasonable.
Funds are outside of the spending limits imposed by Article XIIIB of the California Constitution (Proposition 4).	The fees may not be used for maintenance and operations of the public facilities except under special circumstances.
No direct public vote is necessary for such fees to be imposed.	Since unspent and uncommitted fees must be returned five years after they are collected, this could impede the actual construction of needed facilities during periods of slow growth.
Assessment Districts	
The historic use of assessment districts is well established and generally understood by the voting public.	Residents often view assessment districts as attempts to impose "hidden taxes."
Projects are paid for by those who directly benefit.	The requirement of a two-thirds vote tends to discourage their use in already developed areas.
The geographic area to be served by the facility or program is clearly defined.	District formation can be time consuming and costly.
Immediate financial burdens on the property owner or developer may be reduced.	Once established, the boundaries of an assessment district are not easily changed, except for Mello-Roos districts.
Cost allocations generally are apportioned on criteria other than property valuation, thereby increasing public receptivity.	Expanding or modifying the facilities in response to future needs generally requires financing from some alternative mechanism.
	Successful marketing of bonds or other financial instruments often hinges on factors beyond local control.
Redevelopment	
Funding may be obtained from a variety of means including bond sales, City Council loans to the agency, property sales, and advances from project developers.	Developers may pit one agency against another in seeking concessions for their projects.
Agreements may be tailored to individual projects within each redevelopment area.	The redevelopment agency may, directly or indirectly, be assuming a share of private sector investment risk.
Revenues generated by individual projects may be transferred into General Fund departmental accounts, provided that agency debt obligations are met first.	School District, County, and other governmental units may challenge the creation of new redevelopment project areas or expansion of existing areas during the fiscal review process.
Tax increment flows from project areas may exceed the normal share of property tax collections, depending upon pass-through agreements.	Existing redevelopment project areas may not encompass all sites where their tools are needed (e.g. Hemet Valley Mall and the Acacia corridor).
The redevelopment agency can retain ownership to a site and take an equity position in new developments.	

Source: Planning Network, 1992.

Table II-B-3
Prototypical Infrastructure Assessment and Reporting System

Infrastructure Assessment Reporting System	• Develop a system to collect, analyze and monitor information regarding capital projects. • Identify and understand the demands for services that will be placed on the local jurisdiction by regional demographic and economic changes. • Monitor the progress of current local development projects, and ensure that public services and facilities plans, as well as their forecasts and funding mechanisms reflect changing conditions.
Capital Improvement Program	• Identify and rank capital improvements which will be needed in the near to mid-term future; at a minimum, program major capital improvements on a five year basis. • Consider the effects of new capital contributions on operating costs and revenues. • Determine how available resources can be used to meet the high priority needs. • Schedule the funding and implementation of capital projects.

Source: Planning Network, 1992.

(4) Maintain a development review process which places the ultimate responsibility on the project sponsor for ensuring that necessary infrastructure improvements (including systemwide improvements as defined in the Public Services and Facilities Element) needed to support new development are, in fact, available at the time they are needed.

(6) Require that all new development pay the applicable Development Impact Fees established by the City Council.

Maintain flexibility in the collection and application of Development Impact Fees to permit the construction of master planned facilities in lieu of fees when the City determines that it is in the public interest to do so.

Where the value of the services and facilities required to support buildout of a proposed development consistent with the provisions of Table II-C-3 exceed established Development Impact Fees, require the construction of such facilities as a condition of approval, and enter into an agreement with the developer for reimbursement from future development fees for the excess costs. Such reimbursements shall be from future fees collected for the specific excess facilities which the initial developer was required to construct.

Economic Development

- (7) Permit the construction of interim facilities to serve new development only when it is found that development of interim facilities will not impair the financing or development of master planned facilities.

Where new development is permitted to construct interim facilities, provide credit against Development Impact Fees only to the extent that the interim facilities will result in a cost savings for master planned facilities. In such cases, limit the credit to the value of the master planned facility savings, without consideration for the total cost of the interim improvement.

- (8) Conduct an annual review of development impact fees, user charges, and mitigation fees in accordance with the provisions of AB 1600 to ensure that the charges are consistent with the costs of improvement and maintenance and that public services and facilities are being expanded in a cost-efficient manner. Utilize the public service performance standards contained in the Public Services and Facilities Element as the basis for this review.
- (9) In addition to the payment of Development Impact Fees, require that planned communities participate in the development of public infrastructure through the following methods:
- ▶ Require that all new specific plan projects include an approved development agreement which indicates the specific timing of infrastructure improvements in relation to project development.
 - ▶ Ensure that all new specific plans conduct an annual review of improvements and produce an annual report in a format which can be easily included in the City's infrastructure assessment and reporting system.

- (10) Review development proposals within the unincorporated portions of the Hemet General Plan study area with regard to potential impacts that such development will create within the City of Hemet.

Work with the County to implement a system of requiring appropriate mitigation so as to ensure that new unincorporated development will not impact services and facilities within the City of Hemet.

- (11) Ensure that there will be sufficient financial resources generated by new development to provide the services and maintain the facilities required by new development pursuant to the General Plan.
- (12) Broaden the use of redevelopment funding to include public facilities and services beyond flood control improvements.
- ▶ Consider the use of redevelopment tax increment funds to supplement impact fees for the more expensive major facility improvements where a portion of the facility cost is related to needs created by existing development.
- (13) Permit an assessment district alternative to Development Impact Fees for large scale developments undergoing urbanization when a single owner or small number of owners are involved, and when it is in the public interest to do so.

6. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. CITYWIDE ECONOMIC BASE				
(1) Support and encourage the development of motor home/recreational vehicle sales and service centers.	Ongoing	New Program	City Manager's Office, Redevelopment Agency	Department Budget, Redevelopment Agency Funds
(2) Expand service and clerical employment opportunities in the financial "back office" sector (branch service centers which do not necessarily have direct public contact).	Ongoing	New Program	City Manager's Office in coordination with the local Chamber of Commerce	Department Budget, Chamber Budget
(3) Explore the feasibility of a gerontological/medical research complex linked to one or more of the research hospitals in Southern California.	1 year post General Plan adoption	New Program	City Manager's Office in coordination with local medical agencies	Department Budget
(4) Emphasize medium-sized and smaller employment firms to reduce disruptions from cyclical and structural changes in regional, state, and national economies.	Ongoing	New Program	City Manager's Office, Redevelopment Agency	Department Budget, Redevelopment Agency Funds
(5) Work with MWD in their planning efforts for the Domenigoni Reservoir's eastern recreation area to design recreational uses which will: ▶ provide recreational opportunities for local residents, as well as function as a regional recreational destination; ▶ integrate into and be compatible with the surrounding community; and ▶ provide opportunities for commercial services and retail sales.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary		Timing	Status	Responsible Agency	Funding
2. STRENGTHENING HEMET'S PRINCIPAL COMMERCIAL NODES					
(1)	Reserve land adjacent to the Hemet Valley Mall for mall expansion.	4 years post General Plan adoption	Existing Program	Redevelopment Agency	Department Budget, Redevelopment Agency
(2)	Create buffer zones of moderate density housing along with pedestrian linkages surrounding the State/Stetson intersection to strengthen the base of accessible consumers.	Upon adoption of General Plan	New Program	Community Development	General Plan Program
(3)	Designate the intersection of Warren Road and Florida Avenue on the General Plan Land Use map for regionally oriented commercial uses. Require development of a specific plan for the northeast quadrant of the intersection.	Upon adoption of General Plan	New Program	Community Development	General Plan Program
(4)	Develop a "regional commercial" zone.	2 years post General Plan adoption	New Program	Community Development	Department Budget
3. ATTRACTION OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT					
(1)	Create joint public/private efforts to expand the taxable retail sales base of Hemet by an average of five percent per year over the next five years.	Ongoing for the next 5 years and renewed each year thereafter	New Program	City Manager's Office, Redevelopment Agency	Department Budget, Redevelopment Agency Funds
(2)	Prepare an annual "State of the Economy" report to the community and City Council, documenting the fiscal health of the private sector, the local government, and highlighting major public/private economic achievements.	Annually	New Program	All departments under the direction of the City Manager's Office	Department Budgets
(3)	Market the City as a community that fosters economic development.	Ongoing	New Program	City Manager's Office	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(4) Work with the Community Development Department to: ► Develop an incentive program to encourage medium-sized, labor intensive industrial and commercial developments that will expand the City's employment base. ► Retain the services of an Economic Development Specialist to market the City and coordinate its development activities.	9 months post General Plan adoption	New Program	City Manager's Office	Department Budget
(5) Require a fiscal impact analysis report to accompany development applications for any commercial or industrial project in excess of 20 acres.	6 months post General Plan adoption	New Program	Community Development	Development Review Fees
4. ECONOMIC DEVELOPMENT TOOLS				
(1) Broaden the use of redevelopment as an economic development tool to include public facilities, services, and benefits other than flood control. ► Use redevelopment bond funds to upgrade local infrastructure in areas appropriate for major retail and industrial activity. ► Consider an equity position for the Hemet Redevelopment Agency in cases where particular projects serve a pressing public need, but where private investment interest may be low. ► Consider amending the Farmers' Fair Redevelopment Project Area, or creating a new project area to include the commercial corridor of West Florida Avenue, to promote upgrading of the Hemet Valley Mall.	Ongoing	New Program	Redevelopment Agency	Redevelopment Agency Funds

Economic Development

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ Consider the use of redevelopment funds to support the operation of an Economic Development Office. ▶ Consider the use of redevelopment tax increments to supplement development impact fees for the more expensive major facility improvements. ▶ Establish a revolving loan fund and/or grant pool for commercial building seismic upgrading with redevelopment funds in the downtown area.	Ongoing	New Program	Redevelopment Agency	Redevelopment Agency Funds
(2) Use bond funds to upgrade local infrastructure in areas appropriate for major retail and industrial activity.	1 year post General Plan adoption	New Program	Redevelopment Agency	Redevelopment Agency Funds
(3) Aggressively promote the City of Hemet as a community which is supportive of economic development.	Ongoing	New Program	City Manager's Office	Department Budget
(4) Emphasize development agreements which provide the redevelopment agency with an equity participation in major projects rather than land acquisition/resales or other direct subsidies.	Ongoing	New Program	Redevelopment Agency	Redevelopment Agency Funds
(5) In cases where property acquisition is necessary for major projects, that acquisition shall proceed through willing-seller/willing-buyer negotiations rather than eminent domain.	Ongoing	Existing Program	Redevelopment Agency	Redevelopment Agency Funds
(6) Draw upon the proceeds of the housing set-aside funds to assist low income seniors with housing maintenance and major improvements.	Ongoing	Existing Program	Redevelopment Agency	Redevelopment Agency Funds (set aside funds)
(7) Use redevelopment tools to maintain control over future development on the West Valley High School site and consider using redevelopment tools to maintain control over future development on the Hemet Stock Farm.	Ongoing	New Program	Redevelopment Agency	Redevelopment Agency Funds

Strategy Summary	Timing	Status	Responsible Agency	Funding
(8) Establish criteria for the content of specific plans to ensure that they address all critical issues relative to the area in question.	Ongoing	New Program	Community Development	Department Budget
(9) Amend the existing Redevelopment Plan or prepare a new Specific Plan for the design, land use arrangement, circulation, and financing for renovation of the historic downtown.	6 months post General Plan adoption	New Program	Community Development	Department Budget
(10) Investigate the need for preparation of an industrial/commercial specific plan for the vacant and underutilized lands along State Street north of Oakland Avenue.	Within 1 year post General Plan adoption	New Program	Community Development	Department Budget
(11) In cooperation with the County, explore the desirability of preparing a specific plan for the industrial areas surrounding the Hemet-Ryan Airport as a means of determining infrastructure needs, developing a program for providing such infrastructure, and providing an incentive to landowners within the area to annex properties to the City of Hemet.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(12) Encourage master planning and, where appropriate, mixed-use character at major in-fill sites.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
5. INFRASTRUCTURE FINANCING				
(1) Identify areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	Start identification 9 months post General Plan Adoption, then update periodically	New Program	Community Development, Public Works Department	Department Budgets

Strategy Summary	Timing	Status	Responsible Agency	Funding
(2) Develop an infrastructure assessment and reporting system as part of the implementation of AB 1600 and the ongoing Capital Improvement Program to monitor the capacity of existing facilities in order to ensure that a proposed development does not overwhelm the existing facilities (see Table II-B-3).	Complete as part of first budget review process post General Plan adoption then implement annually	New Program	Community Development, Public Works Department	Department Budgets, and Development Review Fees
(3) In coordination with area service agencies and Riverside County, conduct and maintain an inventory of the availability and adequacy of public services and facilities. Use the information to coordinate capital improvement programs and as the basis for making determinations as to the adequacy of community facilities pursuant to Measure C and Ordinance 88-65. In addition: ► Establish procedures for the regular exchange of information regarding proposed development and availability and adequacy of public services and facilities. ► Take a proactive role in ensuring that the flow of information between agencies is maintained.	Compile inventory in coordination with strategy 5(1) above	New Program	Community Department, Public Works Department	Department Budgets, available funding from public/private cooperation
(4) Maintain a development review process which places the ultimate responsibility on the project sponsor for ensuring that necessary infrastructure improvements (including systemwide improvements as defined in the Public Services and Facilities Element) needed to support new development are, in fact, available at the time they are needed.	Ongoing	Existing Program (expanded)	Community Development, Public Works Department	Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(5) Revise City applications and/or environmental forms as necessary to require that applicants for new development provide sufficient information regarding their project to permit the City to determine the significance of potential impacts on existing services and facilities, and to determine the specific facilities and services which will be necessary to support project buildout consistent with the performance standards outlined in the General Plan.	Revise applications 6 months post General Plan Adoption	New Program	Community Development	Department Budget
(6) Require that all new development pay the applicable Development Impact Fees established by the City Council. Maintain flexibility in the collection and application of Development Impact Fees to permit the construction of master planned facilities in lieu of fees when the City determines that it is in the public interest to do so. Where the value of the services and facilities required to support buildout of a proposed development consistent with the provisions of Table II-C-3 exceed established Development Impact Fees, require the construction of such facilities as a condition of approval, and enter into an agreement with the developer for reimbursement from future development fees for the excess costs. Such reimbursements shall be from future fees collected for the specific excess facilities which the initial developer was required to construct.	Ongoing	Existing Program	Community Development, Finance Department	Department Budget
(7) Permit the construction of interim facilities to serve new development only when it is found that development of interim facilities will not impair the financing or development of master planned facilities.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Department Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
Where new development is permitted to construct interim facilities, provide credit against Development Impact Fees only to the extent that the interim facilities will result in a cost savings for master planned facilities. In such cases, limit the credit to the value of the master planned facility savings, without consideration for the total cost of the interim improvement.				
(8) Conduct an annual review of development impact fees, user charges, and mitigation fees in accordance with the provisions of AB 1600 to ensure that the charges are consistent with the costs of improvement and maintenance and that public services and facilities are being expanded in a cost-efficient manner. Utilize the public service performance standards contained in the Public Services and Facilities Element as the basis for this review.	Review annually	New Program	Community Development, Public Works Department, City Manager's Office	Department Budget
(9) In addition to the payment of Development Impact Fees, require that planned communities participate in the development of public infrastructure through the following methods: - Require that all new specific plan projects include an approved development agreement which indicates the specific timing of infrastructure improvements in relation to project development. - Ensure that all new specific plans conduct an annual review of improvements and produce an annual report in a format which can be easily included in the City's infrastructure assessment and reporting system.	Ongoing	New Program	Community Development, Public Works Department	Development Budget, Department Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(10) Review development proposals within the unincorporated portions of the Hemet General Plan study area with regard to potential impacts that such development will create within the City of Hemet. Work with the County to implement a system of requiring appropriate mitigation so as to ensure that new unincorporated development will not impact services and facilities within the City of Hemet.	Ongoing	New Program	Community Development	Department Budget
(11) Ensure that there will be sufficient financial resources generated by new development to provide the services and maintain the facilities required by new development pursuant to the General Plan.	Ongoing	New Program	Public Works Department	Department Budget
(12) Broaden the use of redevelopment funding to include public facilities and services beyond flood control improvements. ► Consider the use of redevelopment tax increment funds to supplement impact fees for the more expensive major facility improvements where a portion of the facility cost is related to needs created by existing development.	Ongoing	New Program	Redevelopment Agency	Redevelopment Agency Funds
(13) Permit an assessment district alternative to Development Impact Fees for large scale developments undergoing urbanization when a single owner or small number of owners are involved, and when it is in the public interest to do so.	Ongoing	New Program	Community Development, Public Works Department	Development Budget, Development Review Fees

PUBLIC SERVICES AND FACILITIES

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History

On June 7, 1988, the voters of the City of Hemet approved Ballot Measure C, which required a neighborhood-by-neighborhood review of the General Plan for the purpose of adopting a Public Services and Facilities Element. The primary focus of the measure was that new development would have to pay its own way and not place a service and facility burden on existing residents.

The City has conducted a neighborhood-by-neighborhood study of the General Plan through several advertised meetings in each neighborhood area to discuss neighborhood desires, levels of service, unique characteristics, and General Plan Standards and Policies. These meetings have resulted in the Public Services and Facilities Element.

1. PUBLIC SERVICES AND FACILITIES GOALS AND PERFORMANCE STANDARDS

a. General

Goal

The goal of the Public Services and Facilities Element is to ensure that new development does not adversely affect the services and facilities enjoyed by existing residents and that new development pays for itself.

Performance Standard

No new development, whether residential, commercial, or industrial, may occur unless it is first determined that the services and facilities related to such development meet or exceed the minimum standards established by this Element.

b. Traffic

Goal

The goal is to maintain a transportation system which maximizes freedom and safety of movement, is cost-effective, considers all forms of transportation, and maintains the quality of the City's living environment.

Performance Standard

Road links will be maintained at Level of Service C (not more than 80 percent of maximum daily capacity), and intersections will be maintained at Level of Service D or better during peak hours (less than 40 seconds average wait at an intersection).

c. Drainage Facilities

Goal

The goal is to provide adequate facilities to protect Hemet residents and businesses from flooding conditions.

Performance Standard

Facilities shall be provided concurrent with development to protect structures for human occupancy and major roadways from the 100-year flood.

d. Water Storage and Distribution Facilities

Goal

The goal is to maintain a water system which is capable of meeting the daily and peak demands of Hemet residents and businesses, including the provision of adequate fire flows.

Public Services and Facilities

☐ Performance Standard

Adequate fire flow as established by the Hemet Fire Department will be maintained, along with sufficient storage for emergency situations and adequate service pressures.

e. Parks and Recreational Facilities

☐ Goal

The goal is to maintain a system of park, recreational, and open space lands of sufficient size and in the appropriate locations to serve the needs of Hemet residents of all ages.

☐ Performance Standard

Five (5) acres per 1,000 population of park land and/or recreational facilities will be provided.

f. Police Services

☐ Goal

The goal is to provide police services which minimize the risk of crime and provide a secure environment.

☐ Performance Standard

A seven (7) minute average response time for emergency calls will be maintained within urban areas, and a nine (9) minute average response time for emergency calls will be maintained within rural areas.

g. Fire Services

☐ Goal

The goal is to provide adequate fire prevention and emergency fire, medical, and hazardous materials services for the protection of lives and property.

☐ Performance Standard

A response time of five (5) minutes or less for 80 percent of fire and emergency medical calls will be provided on both a citywide and response area basis.

h. Sanitary Sewers

☐ Goal

A wastewater collection, treatment, and disposal system will be maintained which is capable of meeting the daily and peak demands of Hemet residents and businesses.

☐ Performance Standards

- ▶ Sanitary Sewers will exhibit unrestricted flow.
- ▶ The rated capacity of the treatment facility will not be exceeded.

2. PROCEDURES TO BE IMPLEMENTED IN THE EVENT MINIMUM STANDARDS ARE NOT MET

☐ Where the performance standards contained in this Element are not being met as the result of existing development, the following procedures shall be implemented:

- ▶ The City shall determine the nature and geographic extent of the deficiency, and establish a Public Facilities Improvement Target Area.
- ▶ The City Council shall adopt a program to ensure that the performance standards will be met at the earliest reasonable date.

- ▶ As part of the adoption of the program to cure the identified deficiency, the City Council shall set an annual limit on new development within the Public Facilities Improvement Target Area as required to accomplish resolution of the deficiency. The annual limit shall remain in effect until the deficiency is resolved.
- ▶ New development within the Public Facilities Improvement Target Area shall be required to provide such facilities as are necessary to ensure that performance standards are met for the public services and facilities provided to new development, and that existing public services and facilities are not further downgraded.

TRANSPORTATION

INTRODUCTION

- ❑ The Transportation Element serves as a guide to the establishment of standards for the movement of people, goods, and services throughout the General Plan study area. It brings forth transportation related issues, concepts, strategies and implementation measures that will be necessary to support development of the proposed land uses described in the Community Development Element. This Element also focuses on the implementation of new and innovative transportation concepts which balance the need for both efficiency and cost effectiveness in the development of local and regional transportation systems.

1. TRANSPORTATION FACILITIES

Goal

- ❑ Maintenance of a transportation system which maximizes freedom and safety of movement, and which maintains a balance between mobility, cost-efficiency of maintenance, and the quality of the City's living environment.

Issues

Roadways

- ❑ The City of Hemet currently has a well-defined roadway system, consisting of a hierarchy of arterials, collectors, and local surface streets.

Florida Avenue (State Route 74) serves as the primary east-west route serving Hemet, as well as the primary route into and out of the valley area.

Other major east-west routes include (from north to south) Ramona Expressway, Esplanade Avenue, Eaton Avenue, Menlo Avenue, Devonshire Avenue, Acacia Avenue, Whittier Avenue, Stetson Avenue, and Newport Road.

Major north-south routes include (from west to east) California Avenue, Warren Road, Cawston Avenue, Sanderson Avenue, Kirby Street, Lyon Avenue, State Street, San Jacinto Street, Columbia Street, Stanford Avenue, Soboba Street, Mountain Avenue, and Fairview Avenue.

- ❑ Hemet's roadway system consists of a traditional grid pattern. This system, which contemporary "neo-traditional" communities attempt to emulate, emphasizes carrying traffic on a relatively large number of collector streets, rather than concentrating traffic on a small number of high-volume arterials.

- ❑ Although the roadway system is well-developed, there are some significant gaps and constraints:

- ▶ Florida Avenue serves as both the primary route into and out of the valley, as well as a continuous commercial corridor. A multiplicity of drive entries along Florida Avenue, as well as along the State Street and San Jacinto Street commercial corridors constrains traffic flow in the outside lanes and creates numerous conflict points where left turns are made.
- ▶ Along Florida Avenue within the downtown area between State and San Jacinto Streets, signalized intersections are spaced at distances shorter than would normally be permitted.
- ▶ Much of the area's collector roadway system actually consists of local streets having residential driveways fronting along their entire length.

Transportation

- ▶ As a result of the area's grid roadway system, there are a large number of four-way intersections. Many streets have a large number of stop signs, slowing through traffic.
 - ▶ In many areas, right-of-way is not available to widen streets as needed. Within the downtown area, widening of streets would be inconsistent with the area's established character.
 - ▶ Hemet Valley High School lies astride Devonshire Avenue, blocking through access from State Street to San Jacinto Street, north of the downtown area. In addition, north-south through traffic along Santa Fe Street is blocked by the high school.
 - ▶ Hemet-Ryan Airport creates significant gaps in circulation, including gaps in Myers Street, Cawston Avenue, Whittier Avenue, and Johnston Avenue.
 - ▶ Physical features such as Park Hill and the Domenigoni Valley Reservoir represent barriers to through traffic in the area's roadway grid, concentrating traffic on the surrounding streets.
 - ▶ There are a limited number of crossings of Bautista Creek: Cedar Avenue, Mountain Avenue, Florida Avenue, Mayberry Avenue, Johnston Avenue, and Fairview Avenue.
 - ▶ The intersection of Acacia and Florida Avenues is at an oblique angle. Several intersections along Park Hill Avenue are also at oblique angles.
 - ▶ Because a storm drain system has not been constructed within Hemet's older neighborhoods, traffic flow along many streets is slowed down by severe dips across intersections.
- More than \$19 million in widening and improvement projects have been identified to correct current roadway deficiencies. These projects are necessitated by existing development, and are not related to future development. Thus, new development cannot be required to pay for these projects. Instead, the City will need to rely on its share of State and federal gas tax funds and the recent sales tax initiative passed by the voters of Riverside County. These projects include:
 - ▶ widening State Street from Florida to Acacia;
 - ▶ widening Lyon Avenue from Florida to Acacia; and
 - ▶ several replacement and reconstruction projects.
 - As improvements are made to the future roadway system, additional constraints will need to be resolved:
 - ▶ The construction of the Salt Creek channel and future development in southern Hemet will result in the need for construction of major bridge structures.
 - ▶ New roadways and roadway widenings are needed across the San Diego Aqueduct.
 - ▶ The construction of the Ramona Expressway from Florida Avenue north will provide significant traffic relief to Florida. However, its presently proposed terminus at Florida Avenue will dump a large volume of traffic at that intersection.
 - In relation to traffic, Measure C and Ordinance 88-65 create a potential paradox in that a significant amount of traffic on City streets is the result of projects approved in the County, over which the City has no control.

Under the provisions of Measure C and Ordinance 88-65, the Public Services and Facilities Element is to establish standards for roadway performance.

The traffic modeling effort undertaken to determine roadway needs, in relation to the performance standard contained in the Public Services and Facilities Element, estimated the volume of traffic which will be created within the unincorporated portions of the study area based on the best proposed land use information available from Riverside County.

Since the City has no control over unincorporated land use, it is possible that the County could approve higher densities and thereby create more traffic, impacting the performance of City streets. In general, the County does not require development within unincorporated areas to provide mitigation for impacts created within the City. Under State law, the City cannot require new development within the City to provide mitigation for these potential additional impacts of County development.

As a result, it is possible, that even with the implementation of all measures contained in the Public Services and Facilities Element, unincorporated development beyond the control of the City could cause roadway performance within the City of Hemet to drop below the standards contained in this element.

Measure C states that "maximum growth limits should be imposed in the event minimum standards relating to the level and quality of services and facilities cannot be maintained." Thus, it is possible that development within parts of the City could be constrained by actions taken in the County area.

Because the primary responsibility for City roadway improvements has been vested with new City development, growth limitations placed on City development would constrain the flow of the Development Impact Fees needed to construct new roadways, while County development could continue unimpeded and without mitigation for impacts within the City.

□ Caltrans has determined that it will relocate State Route 79 from San Jacinto Street. A number of alignments have been studied. Although the Riverside County Transportation Commission, the City of Hemet, and the City of San Jacinto have indicated a preference for new Warren Road, a specific alignment has not been selected by Caltrans (see Figure II-D-1).

□ Future development will necessitate the installation of 54 traffic signals and supporting signal interconnect projects to maintain acceptable traffic flows as the area develops. The total cost of these projects is \$7,098,000. Of this total, \$1,378,000 was identified as being necessitated by existing development. The balance of \$5,720,000 is attributable to future development.

□ To support the preparation of the Transportation Element, computer modeling of the impacts of land use buildout within the Hemet General Plan was conducted. Based on the modeling effort, the roadway system needed to support buildout of General Plan land uses was identified, and is included in the Circulation Map of the General Plan document. The roadways shown on the Circulation Map are those which are determined to be necessary for movement of through traffic. Additional roadways of various designations will be necessary in order to provide local circulation, access and infill between the roadways shown on the map.

Transportation

❑ The advent of the automobile in the early part of this century provided the average citizen with tremendous mobility, as well as the ability to travel great distances to take advantage of a wider range of employment, recreation, and social opportunities. As a result, the pattern of settlement within Hemet, as it is throughout the United States, is designed to take advantage of the mobility provided by the automobile.

❑ The computer modeling effort identified some potential traffic problem areas within the study area. The major areas of concern include:

- ▶ West Florida Avenue along portions of the commercial corridor.
- ▶ West Stetson Avenue in the vicinity of Hemet-Ryan Airport.
- ▶ East Florida Avenue in the vicinity of the future Ramona Expressway.
- ▶ Intersections within downtown Hemet, between State Street and San Jacinto Avenue.
- ▶ Sanderson Avenue, from Acacia Avenue to Menlo Avenue.

Alternative Modes of Transportation

❑ It is apparent from the computer modeling effort that traffic issues within the General Plan study area can not be solved purely by building new roads and expanding existing ones.

❑ The quality of life in Hemet, buoyed as it is by the automobile, deteriorates when too many cars congest local and regional roadways. Air quality and energy resources are also impacted. Supplements and alternatives to road building include public transit, encouraging walking and bicycle use, and other transportation demand management strategies proposed in the South Coast Air Quality Management Plan (AQMP).

❑ Hemet is beginning to experience a drop in the level of service along area roadways. While the situation in Hemet is not as critical as it is in other areas of Southern California, it is nevertheless important that the General Plan provide the means to ensure that the mobility enjoyed by Hemet area residents in the past will continue into the future.

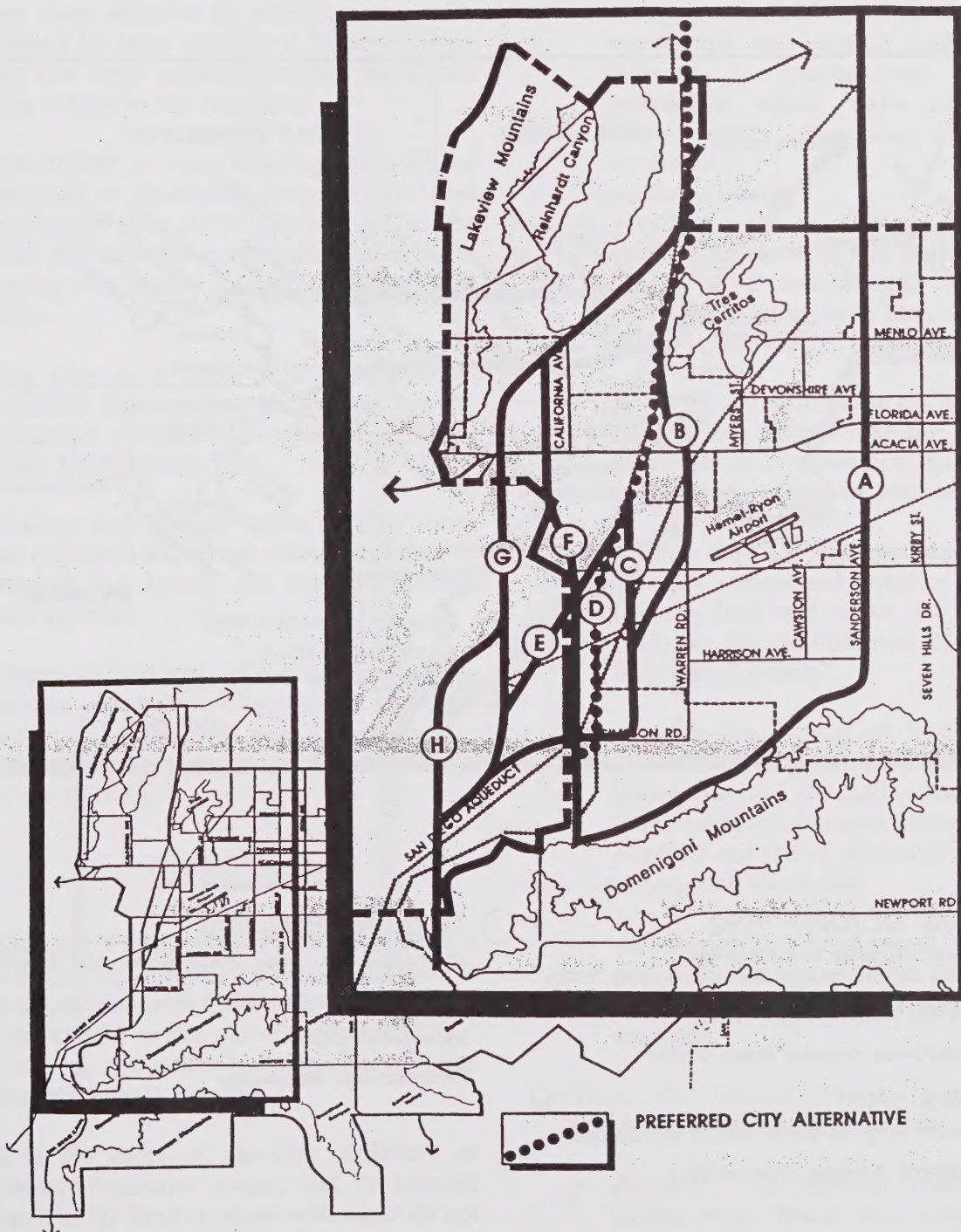
❑ A regional commuter train network, called "Metrolink," has been proposed by the Southern California Regional Rail Authority (see Figure III-D-2). Using existing rail lines, commuter rail service will be extended to communities throughout Southern California. Two stops along the existing Santa Fe rail line are proposed for Hemet: near Hemet-Ryan Airport, and in central Hemet.

❑ Although the Southern California Regional Rail Authority will rehabilitate rail lines and purchase and operate the system, commuter rail stations are to be constructed and maintained by local communities.

❑ Regional bus service and dial-a-ride service are available within the City; however, there is not a viable public transit system available to Hemet residents. While many residents have expressed an interest in the establishment of local bus routes, the extent to which such a system would actually be utilized is unknown.

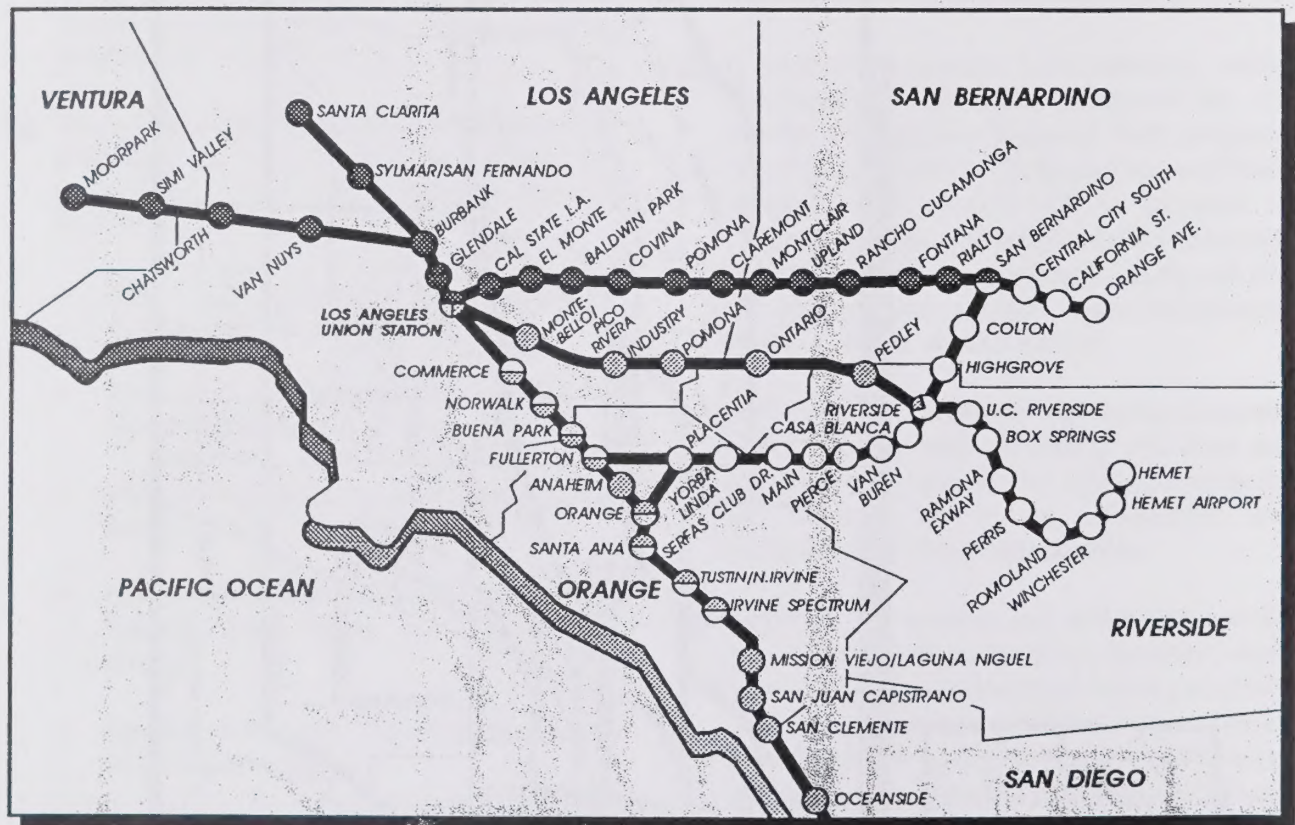
❑ In only limited circumstances are walking or use of bicycles currently viable transportation options within the General Plan study area. Even in cases where residential uses are adjacent to commercial development, and cases where commercial uses are adjacent to each other, commercial site design emphasizes automobile access over pedestrian or bicycle access.

Figure II-D-1
State Route 79
Alternatives Now Under Study by Caltrans



Transportation

Figure II-D-2
Metrolink Commuter Rail System



- **OPENING OCTOBER 1992**
 - Pomona-Los Angeles Union Station
(Service to extend to San Bernardino early 1993)
 - Moorpark-Los Angeles Union Station
 - Santa Clarita-Los Angeles Union Station
- **OPENING POST-1993**
 - Riverside-Los Angeles Union Station via Fullerton
 - San Bernardino-Riverside-Irvine
 - Hemet-Riverside
 - Redlands-San Bernardino
- **OPENING 1993**
 - Riverside-Los Angeles Union Station via Ontario
 - Oceanside-Los Angeles Union Station

- ❑ The South Coast Air Quality Management District currently requires businesses having over 100 employees at a single location to prepare transportation management plans aimed at relieving roadway congestion. Known as Regulation XV, this requirement has been effective in relieving congestion created by large employers; however, there are few large employers within the Hemet area subject to this regulation.

The AQMP proposes that Regulation XV be extended to businesses having 25 or more employees at a single location and to the managers of multi-tenant business complexes having a cumulative total of 25 employees or more.

- ❑ The City is in need of a comprehensive multi-use trails system which offers bicycle, equestrian and pedestrian opportunities for all study area residents.
- ❑ Existing trail systems within the City limits are disjointed and do not offer logical links to planned San Jacinto and Riverside County trail systems.
- ❑ Master planned trail systems do not reflect the current physical development in the City. New trail systems will need to be phased to reflect the current, future and long term needs of the community.

Concepts

- ❑ The central transportation facilities concept is that roadway construction alone cannot solve area circulation problems; the City of Hemet cannot build its way out of traffic congestion. Thus, a comprehensive approach to area transportation is required.
- ❑ It is the intent of the City of Hemet to improve vehicular access, and to enhance mobility for local residents who either do not have access to an automobile or who do not wish to drive on certain trips. The City will

increase its emphasis on implementing alternative modes which enhance vehicle and pedestrian movement by applying a comprehensive approach to transportation planning incorporating the following facets:

- ▶ ensuring that additional roadways are constructed and existing roadways are widened to accommodate projected automobile traffic, while maintaining desired levels of service along area roadways;
 - ▶ providing a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer and more useful for everyday tasks such as travel to shopping and work;
 - ▶ achieving and maintaining an organization of land uses which integrates places of residence, retail commerce, daily service needs, work, education, and recreation;
 - ▶ utilizing the General Plan's node concept to create pockets and corridors of higher intensity land uses which will form the basis for the establishment of a viable local transit system;
 - ▶ reducing the number of home-to-work trips during peak travel hours through transportation demand management programs which increase average vehicle ridership and shift a portion of such trips to non-peak hours; and
 - ▶ encouraging the development of private senior transit opportunities both within and between senior projects and City-wide amenities.
- ❑ Thus, the General Plan's transportation program emphasizes three themes:
- ▶ **Balance:** An efficient transportation system offers Hemet area residents not only smooth flow of automobile traffic,

Transportation

but also viable alternatives to automobile travel. The transportation program outlined in the General Plan will increase the balance between various modes of transportation by increasing the desirability of transit, walking, and bicycling.

- ▶ *Coordination Between Land Use, Transportation, and Environmental Programs:* The General Plan coordinates land use, transportation, and air quality concepts and strategies. The General Plan will improve traffic flow, local air quality, and energy conservation through (a) reducing the number of automobile trips and providing alternatives to automobile use for those who cannot or choose not to drive; (b) reducing the length of automobile trips by integrating land uses; and (c) providing a pattern of land uses which strengthens the viability of maintaining a local transit system.

- ▶ *Transportation Funding:* Transportation capital, operation, and maintenance funds are severely limited. As a consequence, transportation funding will be governed by the following principles:

- New roads and widening of existing roads should be paid for by those who generate the need and will benefit from such improvements.
- Existing excess road capacity should not automatically be granted to new users; rather, in cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity just as it would for new roads.
- To the extent permitted by law, road maintenance should be paid for by road users.

- Transit, as well as enhanced bicycle and pedestrian links should be emphasized because they serve community goals such as improved air quality and automobile traffic flow.
- Outside funding for transportation projects should occur only as consistent with local priorities.

- Another important transportation concept is to protect existing residential neighborhoods from being impacted by regional traffic. This will be accomplished in a variety of ways:

- ▶ the area's roadway grid system spreads traffic over a number of collector roadways in any given area;
- ▶ specialized signage can be provided to direct traffic to regional destination points such as the Domenigoni Reservoir recreation area, the Hemet-Ryan Airport, and Metrolink rail stations;
- ▶ the City of Hemet will continue to maintain a system of truck routes and weight limits on local streets to route industrial traffic around residential neighborhoods.

- An additional transportation concept is that neighborhoods within the planning area will need to take full advantage of the existing grid circulation system in order to offer a number of circulation options throughout the City, and thus reduce traffic volumes on major roadways. To accomplish this, the City will need to work to enhance the existing roadway facilities by incorporating the following concepts:

- ▶ *Maximize Roadway Capacities:* The City and its study area contain several undersized and incomplete roadways, and roadways which continually widen and narrow. Future development will result in significant increases in both regional

and local traffic volumes. Although new development is generally required to construct adjacent roadways, the existing "pay as you go" system of roadway construction often leaves gaps in the planned roadway system until an area is built out.

See also the Economic Development Element for additional information regarding the financing of public improvements.

In response to the anticipated increase in traffic volume and congestion and lowering of street capacities throughout Hemet, the City may want to consider measures to maximize the capacity of existing roadways, which, in turn, would better accommodate future demands and growth. At a minimum, the following measures may be considered:

- Improve existing facilities.
- Construct and provide future facilities.
- Ensure better relationship of roadways with land uses.
- Promote the Transportation System Management and Demand Management Techniques described in the Air Quality Section of the Resource Management Element.
- Ensure better interface with affected public and private agencies.
- Incorporate traffic modeling.
- Eliminate on-street parking where feasible by increasing flexibility in parking standards.

- Encourage alternative modes of transportation.

Another method of improving existing capacities would be to provide better signage, striping and signal synchronization, particularly on those roadway segments currently experiencing capacity problems. These improvements would ensure more efficient traffic flow, which, in turn, reduces traffic congestion. The feasibility of providing the foregoing improvements is based on the City's ability to secure funding to actually construct the improvements. One option available to the City would be to pass portions of the costs to those future development projects which would most affect the improved segments and to establish improvement districts for the affected areas.

- *Improve Existing Facilities:* Roadway segments within areas which are currently operating near or above capacity occur on major arterial sections that have yet to be built to the full major arterial cross-section because of non-contiguous development occurring within the area, or due to some physical constraint of the ultimate right-of-way. Ultimate improvement of these undersized roadway segments to their respective approved rights-of-way would eliminate the widening and narrowing pattern of these segments, and would reduce traffic congestion and increase levels of service and roadway capacities by eliminating bottlenecks.
- *Provide for Future Facilities:* Roadway capacities could also be improved by providing future facilities which present alternative travel options to the City. The feasibility of providing facilities will be based on the City's ability to secure adequate funding to acquire additional right-of-way area and construct the

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facilities. In the short-term, the City must protect existing and future rights-of-way to provide the foregoing facilities where applicable.

- *Ensure Better Land Use Relationships:* The land use plan for the City and its study area will be based on several factors. A critical factor will be the ability of existing and proposed transportation networks to support future land uses. Consequently, an effort must be made to logically relate the land uses with affected roadway segments. This could ensure more efficient traffic flow.

There is a need to encourage industrial uses and employment opportunities within the City so as to reduce the number of long distance automobile commutes out of the City. If successful, this could result in reduced traffic on major roadways throughout the City.

There is also a need to minimize, to the greatest extent feasible, the number of direct entries onto major roadway corridors such as Florida Avenue, State Street, and Sanderson Avenue, from various commercial, residential, and industrial land uses. Minimizing direct access will ensure smoother traffic flow, reduce conflicts, and increase safety on affected corridors and arterials. Shared or reciprocal access to connecting commercial uses could also reduce traffic flow disturbance.

The feasibility of ensuring a logical relationship between future land uses and associated circulation and traffic patterns would be based on the City's ability to encourage more employment opportunities within the City and to adhere closely to the land uses designated by the General Plan.

- *Traffic Modeling:* Continuing traffic modeling efforts such as were completed as part of the General Plan process could also be used as a benchmark system to better plan for future needs. If such a system can be easily coordinated with regional efforts to reduce congestion, land use decisions could take into consideration the effects individual projects will have on both the regional and local street network. This type of system could be used to indicate development proposals which might be enhanced through the use of transportation management measures or those which are in need of additional transportation improvements.

- *Transportation Corridor Studies:* As part of the roadway hierarchy, several streets can be determined to function as the major entry corridors into the City. Streets such as Florida Avenue, the Ramona Expressway, and the future realignment of Newport Road will function as major entry corridors. In recognition of this fact, the establishment of a series of overlay study areas for these roadways would allow for the implementation of specialized design standards. Such standards could include the integration of the City's existing Scenic Highway Development Guidelines, City identification and signage programs, alternative modes of transportation concepts, and future street landscape enhancement programs in order to:

- establish clear regional routes through the area to both attract and move traffic through the City; and
- provide for the integration of traffic safety, transit, and enhancement programs into one comprehensive study for each roadway.

- **Interface with Affected Agencies:** It is recognized that regional highway improvements and expanded service will require cooperation and implementation by several agencies, such as Riverside County, Riverside Transit Authority, and the City of San Jacinto. Continued interface with these agencies to develop plans, implementation strategies, and funding options will enable the most effective regional and local facilities and improvements necessary to accommodate existing and future development in the City and its study area.

- **Parking:** The availability and distribution of parking facilities throughout the community has a profound effect on the efficiency of all land uses in the study area. This is especially true for the commercial corridors located along Florida Avenue and State Street. Such uses have been historically dependent on street parking to supplement the lack of onsite parking lots. Since new development must rely solely on the provision of onsite parking, older sites which are parking deficient add to the congestion of the street network by forcing consumers, employees, and service workers to park within the public right-of-way. The following discussion provides examples of how older commercial and industrial development can enhance their ability to provide required parking without sacrificing existing building square footage.

- **Parking Lot Consolidation:** The consolidation of parking facilities is often suggested as a method for the purpose of traffic system management. The concept involves the reduction of the number of driveways by grouping parking facilities together and using common onsite drive aisles to create an internal circulation pattern. This reduces the number of

automobiles which would otherwise use the public street to drive from one nearby business to another. Valuable land area normally dedicated to property line screen walls and landscaping can be devoted to additional parking facilities to benefit adjacent users.

- **Variable Parking Standards:** The enforcement of an inflexible parking standard throughout the study area may prove to be a disincentive for owners of older or highly constrained land uses to redevelop their properties. This is especially apparent in the Harvard District along Florida Avenue, where commercial uses built with substandard parking areas will have difficulty increasing the number of parking spaces if required as part of a building improvement.

The concept of designating specific parking overlay areas or districts which include special variable standards for the provision of parking, may serve as an alternative to identifiable areas with parking shortages within the study area.

- **Special Parking Districts:** Used as a funding mechanism, the establishment of Special Parking Districts within the study area can be used to ensure that adequate parking supply is available in areas which otherwise would be parking deficient. One example might be to establish a Special Parking District within the Harvard Commercial District. If approved by business owners within the district, money could be generated for the improvement of City parking areas to serve local business and relieve local residents of overflow nonresident parking.

Transportation

- **Management of the Parking Supply:** In addition to the ability to provide new parking facilities or enhancement of existing facilities, the City has the ability to restrict the use of parking in an effort to ensure adequate parking supply. Typical restrictions include metered parking, monthly parking stickers for designated areas, and curb designations for loading, waiting, or passenger pick-up areas.

The City may also encourage private business to provide incentives to employees to reduce the amount of work trips which are generated by the company. Typical incentives might include preferential employee parking; reserved carpool and vanpool spaces near entrances or exits of the parking lot, or near the employee entrance; if parking fees are imposed, carpoolers and vanpoolers could be exempted or receive a discount parking rate.

- **Transportation System and Demand Management:** Transportation System Management (TSM) strategies are generally low-cost actions intended to enhance the mobility and general efficiency of the highway system. Examples of TSM strategies include:

- Traffic Signal Synchronization
- Removal of On-Street Parking
- Improved Intersection Geometrics

Transportation Demand Management (TDM) involves strategies to mitigate traffic congestion and/or air quality problems by moving traffic more efficiently to make maximum use of the existing system. TDM actions include a variety of low-capital investment strategies to improve transportation service by making more efficient use of the highways

and transit systems already in place and by reducing the need for new capital investments and transit operating assistance. In general, TDMs include techniques to: (1) make better use of the existing road space; (2) reduce auto usage in congested areas or time periods; and (3) increase transit ridership through improved transit service and efficiency. TDM alternatives include, but are not limited to:

- **Ridesharing:** Ridesharing is a general term used to describe commute modes involving two or more people traveling together in a private vehicle. Carpools, vanpools, and buspools are all typical examples of ridesharing.

Carpools appeal to commuters who do not require the use of their personal vehicles for travel during the workday.

Vanpools usually carry anywhere from 8-15 people and have a stronger appeal for commuters with an average commute time of one hour or more round trip. Vanpools can be company-owned, company-subsidized, or privately owned.

Buspools may involve either a licensed company or an owner-operator servicing a private route for larger groups of passengers for a fixed monthly fare.

- **Public or Private Transit:** This option includes regularly scheduled services on designated routes (like bus or light rail) as well as para-transit services which are specialized to meet the needs of seniors and physically challenged citizens.

- Alternative Work Hours: Alternative work hours achieve a traffic reduction in the most congested part of the day by changing the times which employees start and stop work. Flexible schedules (flextime), staggered shifts, 40 hours in 4 days (4/40), and 9 hours a day with an extra day off every other week (9/80) are examples of alternative work hours programs.
 - Telecommuting: Telecommuting refers to work that is performed at a location that is different from the usual place of business. Employees may work at a satellite center established by the company, at a for-profit center close to home that leases space and facilities, or at home via the telephone, fax, or home computer. Telecommuting is usually a part-time option, but it can reduce commute time, mileage and fuel expenses, and the overall number of commute trips.
 - Bicycling and Walking: Often referred to as "healthy commutes", bicycling and walking offer the opportunity to exercise while commuting. These options are appropriate for people who are fairly close to their workplace or other destination.
- ▶ preferential parking locations for van and carpoolers;
 - ▶ furnishing information on alternative modes;
 - ▶ operation of vanpool programs or transit services;
 - ▶ disincentives for drive-alone commuters; and
 - ▶ facilities at employment sites, such as bicycle racks, carpool drop-off locations, etc.

☐ TDM is a means of more efficiently utilizing transportation infrastructure and services by reducing the number of vehicles used to satisfy commuting needs. TDM is not a substitute for other transportation improvements, but, rather, it complements the range of circulation improvements identified in the General Plan. Additionally, TDM strategies can help alleviate congestion on roadways during the actual construction and provision of future roadway improvements.

☐ Transportation Demand Management (TDM) can be most effective if implemented by future tenant-employers in conjunction with building managers. Tenant-employers could have the greatest influence on the commute behavior of employees by affecting their work hours, benefits, and other policies and programs. Therefore, many trip reduction alternatives encouraged by TDM can be placed on tenant-employers. It should be noted that all large tenant-employers (with 100+ employees) in the South Coast Air Basin are now required to develop and implement trip reduction programs in compliance with the South Coast Air Quality Management District's (SCAQMD) Regulation XV. It is anticipated that this, or similar regional requirements, will soon apply to smaller tenant (25+ employees) and/or multi-tenant buildings. Therefore, TDM is already being

☐ Methods to encourage these alternatives include:

- ▶ community traffic management programs;
- ▶ rideshare matching assistance;
- ▶ parking control strategies;
- ▶ financial incentives for ridesharers;

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practiced in Southern California. Future developers will be required to comply with established SCAQMD regulations and appropriate TDM requirements.

- Level of service is a qualitative description of the degree of congestion experienced while traveling the city's roadway system. The level of service is defined in six stages. Level of service "A" (LOS "A") is represented by free flow conditions (low traffic volumes, ample number of lanes, and few vehicular conflicts). On the other end of the spectrum is LOS "F" (gridlock, very long delays). LOS "E" reflects capacity conditions (the street has as much traffic as it can carry without complete system failure) (see Table II-D-1.)

The intersections throughout the circulation system are typically the controlling point of the circulation system. The operation of an intersection has greater impact on congestion than mid-block street segments. Intersections therefore must also operate at an acceptable level of service. The Transportation Element identifies LOS "C" to be the desirable goal on mid-block segments and LOS "D" at intersections. Since the intersection LOS is determined for peak hours of the day, the system would operate better than the standard most of the time.

Table II-D-1
Level Of Service Definitions

Traffic Flows On Mid-Block Street Segments

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Traffic Flows At Intersections

- LOS A describes operations with average intersection stopped delay (how long a driver must wait at a signal before the vehicle can begin moving again) of five seconds or less.
- LOS B describes operations with average intersection stopped delay in the range of 5.1 to 15.0 seconds per vehicle.
- LOS C describes operations with higher average stopped delays at intersections (in the range of 15.1 to 25.0 sec. per vehicle). However, longer queues and/or adverse signal coordination may contribute to lower average travel speeds.
- LOS D describes operations where the influence of delay is more noticeable. Intersection stopped delay is longer, (in the range of 25.1 to 40.0 sec. per vehicle), and average travel speeds are about 40 percent of free flow speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.
- LOS E is characterized by significant approach stopped delay (40.1 to 60.0 sec. per vehicle), and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection.
- LOS F characterizes high intersection stopped delay (greater than 60.0 seconds per vehicle). Intersection congestion is likely, with significant queue formation. Poor progression, long cycle lengths, and high traffic demand volumes may be major contributing causes to this condition. Traffic may be characterized by frequent stop-and-go conditions.

Source: City of Hemet, Public Works Department, 1992.

- ❑ The establishment of Metrolink commuter rail stations at Hemet-Ryan Airport creates significant opportunities to link the various modes of transportation envisioned in Hemet's balanced system.

Although more detailed studies will be needed to set the ultimate location of one or more commuter stations, logical locations for the Hemet-Ryan Airport station include the area between Warren and New Warren Roads and the existing City Corporation Yard at Sanderson.

The Metrolink station in the airport area could serve as a multi-modal transportation center, linking commuter rail to the City's multi-use trail system and future local bus routes, while providing easy access for automobiles and routing traffic around residential neighborhoods.

The airport area location of a Metrolink station provides an incentive to private investment for commercial, office, and industrial uses, thus bringing needed infrastructure into the area. The commuter rail station would also strengthen the proposed regional commercial uses along Florida at Warren, as well as existing commercial uses at the intersection of Sanderson and Florida.

- ❑ The establishment of a Metrolink commuter rail station within Central Hemet requires careful consideration.

A commuter rail station within Central Hemet could also stimulate investment in the area and strengthen area commercial opportunities.

The present location of high density residential neighborhoods within walking distance of the station would make this centralized station desirable.

Transportation

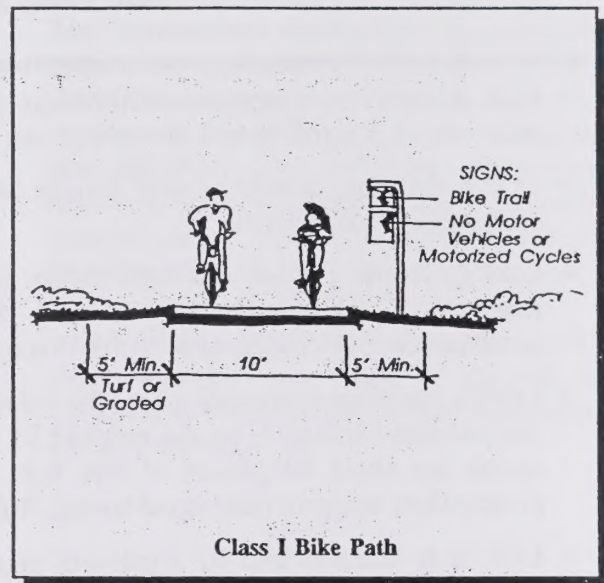
The extension of commuter rail service beyond the Warren Road area requires numerous street crossings, many of which will be at odd angles.

The cost of constructing and maintaining two commuter rail stations within the San Jacinto Valley may be prohibitive.

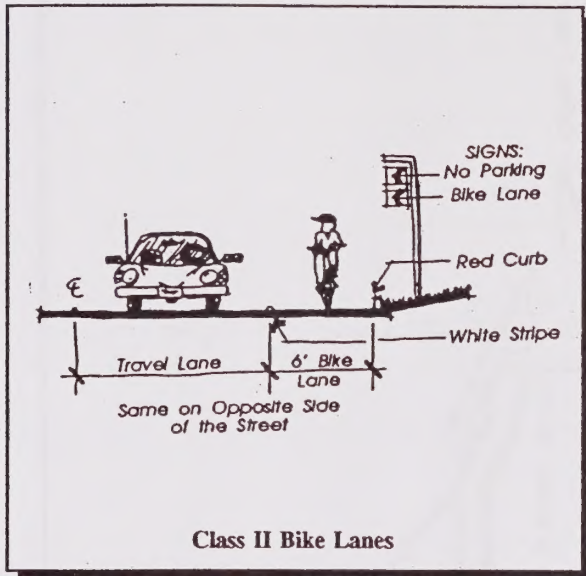
- ❑ The State of California identifies bike paths by the following three classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The designation as Class I, II, and III should not be construed as a hierarchy of bikeways. Each class of bikeway has its appropriate application and may include other alternative transportation uses such as hiking, equestrian, and pedestrian modes (see Multi-Use Trails).

Class I Bike Path: A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built with a separation from roadway traffic. These alternative transportation routes may serve a variety of users. The bike paths can provide recreational opportunities for bicycle, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized.

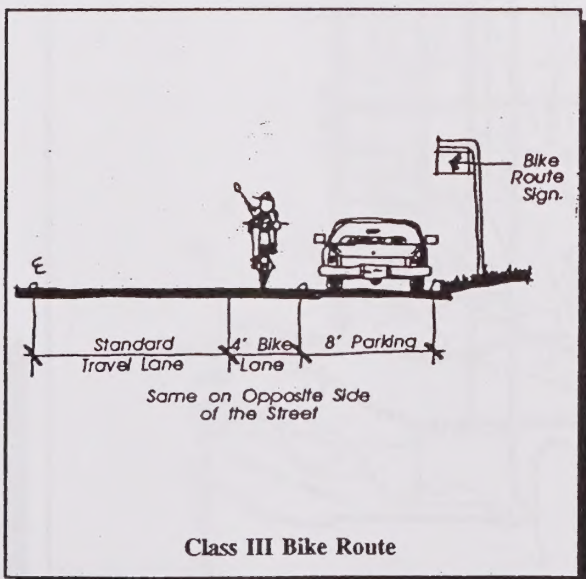
Existing opportunities for the designation of bike paths in the City of Hemet is somewhat limited, since street rights-of-way have been reserved mostly for the movement of vehicular traffic. There are, however, several major streets in the study area which have been or are currently under study as Scenic Highways. Current proposed standards include a minimum of 12 feet outside and separate from the vehicle travel lanes as reserved for enhanced pedestrian and bicycle use. When implemented, this designation could serve as a backbone system of bike paths if logical connections to the proposed Riverside County Bikeway System can be implemented (see Figure II-D-3).



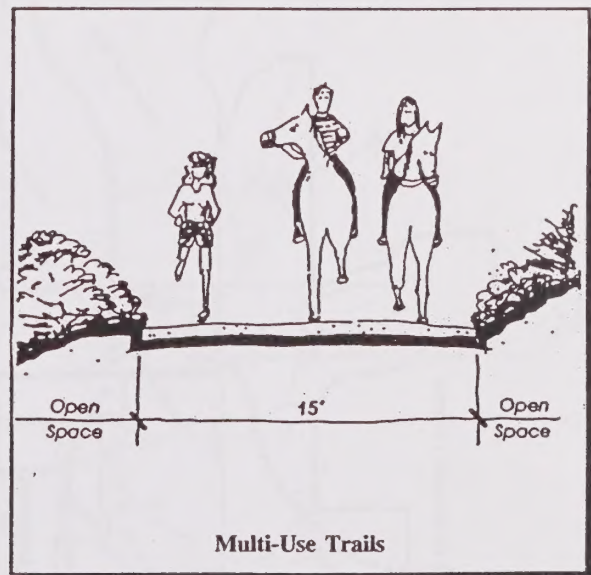
Class II Bike Lanes: Class II Bike Lanes are intended to delineate the rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Bike lanes of this class may also help accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. Acacia and Devonshire Avenues, for example, would provide alternatives to the use of Florida Avenue for bicyclists traveling in an east or west direction through the City. This can be accomplished by striping identification and parking prohibition. This class of bikeway links the bike paths to provide a designated system for bicycle commuting to major destination points and the regional trails system.



Class III Bike Route: Class III Bikeways are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are designated using signage along the roadway without special street striping (see Figure II-D-3).

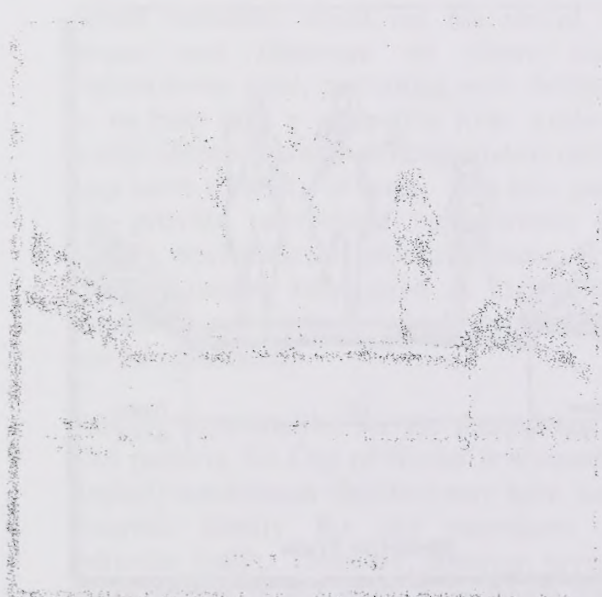


Multi-Use Trails: Currently the City of Hemet has no formal Multi-Use Trails Master Plan incorporating equestrian, hiking, pedestrian, and bicycling activities, although many of these activities do now exist in various parts of the study area. Existing natural features may afford the best opportunity to link the bikeway system with a series of multi-use trails. The Salt Creek and Pepper Creek drainage channels provide the opportunity to develop a natural greenbelt system linking the Warren Road Bike Path by way of the future High School and public park site. This greenbelt system should link existing and future park, school, cultural and natural areas along with providing stops for resting and restroom facilities. Connections to the proposed Domenigoni Valley Reservoir recreation areas will also need to be integrated into the plan (see Figure II-D-3).

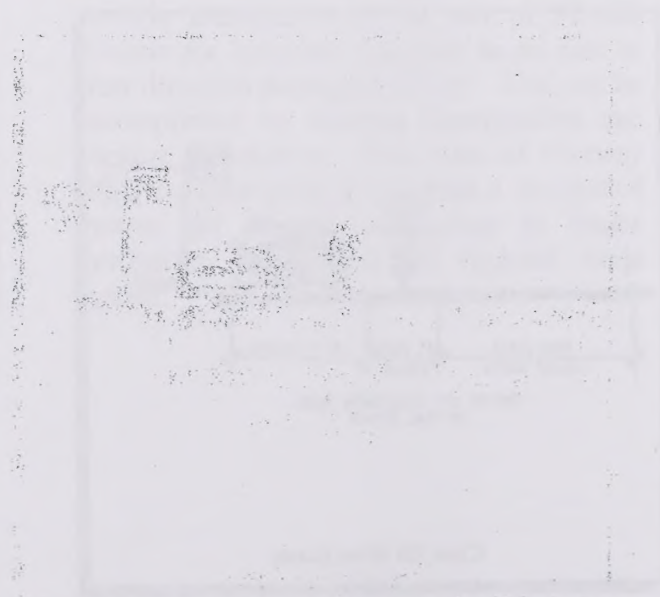


REPORT

The first part of the report deals with the general situation of the country. It is a very interesting and informative study of the country's development. The second part of the report deals with the specific details of the country's development. It is a very detailed and thorough study of the country's development. The third part of the report deals with the specific details of the country's development. It is a very detailed and thorough study of the country's development.



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PLANNING NETWORK



The San Jacinto River and Bautista Creek channels are also natural features which would be appropriate for the development of a multi-use trail link. These river channels serve as the logical link to the County's overall trails system proposed for the valley. Such trails would provide an uninterrupted trail link in the eastern portion of the study area.

In coordination with the Trail System Master Plan, the City should explore opportunities to incorporate programs such as the "Safe Route to School," and pedestrian and bicycle tours of the City and surrounding areas which include measured distances.

Bicycle, pedestrian and equestrian trail concepts encourage study area residents to use non-vehicle related transportation alternatives. The major goals used in the implementation of such a system, integrating the needs of bicycle, pedestrian and equestrian users, include:

- ▶ Allowing for shared trail rights-of-way while providing a separation of distinct trail uses.
- ▶ Providing connective links to schools, civic and neighborhood centers, and major shopping and employment areas.
- ▶ Providing safe alternatives to congested through streets while maintaining the safest, most direct route to community facilities and regional trail systems.
- ▶ Allowing for the provision of interim trail system links which can be used until future master plan trails are constructed.

Strategies

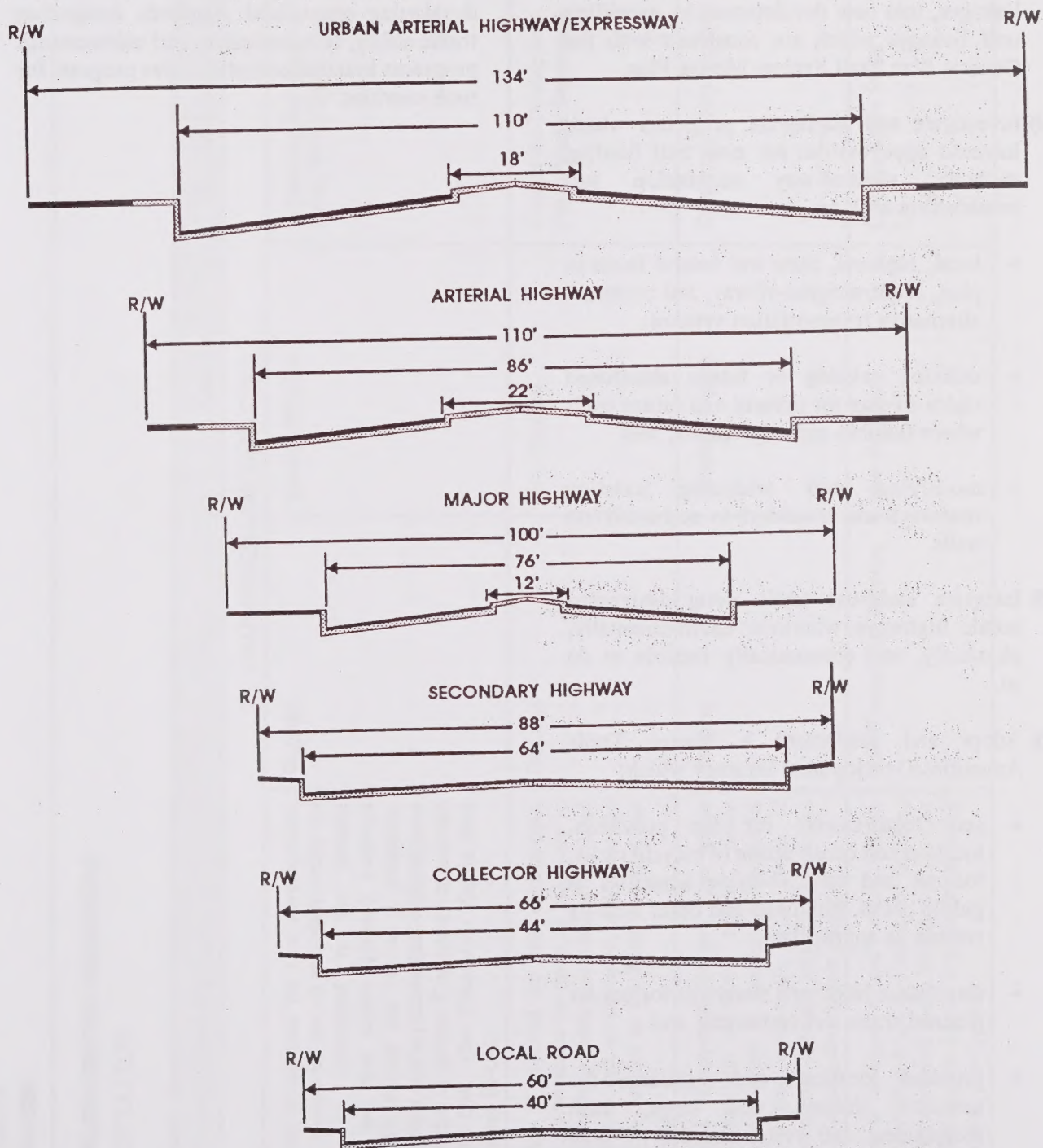
- (1) As a condition of approval for new developments, require, at a minimum, that all roadways within the project site be constructed to the ultimate right-of-way, and that master planned roadways adjacent to the project site be, at a minimum, constructed to their master planned half-width adjacent to the project site, or greater if necessary to maintain adequate traffic flow. (See Circulation Map in front pocket and Figure III-C-4).
- (2) As a condition of approval for new development, require that improvements be made as necessary to ensure that the roadway performance standard outlined in Table II-D-1 is met or exceeded, and meets the requirements as outlined in the Public Services and Facilities Element.
- (3) As a condition of approval for new uses within designated commercial corridors, require, where feasible, the acquisition or granting of reciprocal access and parking agreements as a means of facilitating movement between adjacent commercial uses without impacting the adjacent roadway.
- (4) Actively pursue Measure A and other available roadway improvement funds as a means of financing the roadway improvement needs identified in the City of Hemet Development Impact Fee Report as being created by existing development.
- (5) Where roadways cannot be widened to their full master planned width because existing development or other physical constraints prohibit acquisition of full right-of-way, consider the following alternative methods of increasing roadway capacity:
 - ▶ prohibition of on-street parking all day or during peak travel hours;

Transportation

- ▶ use of alternative lane widths and special striping to create additional travel lanes;
 - ▶ design of new drive access points so as to prevent left turns;
 - ▶ consolidation of existing drive entries along the roadway;
 - ▶ creation of acceleration and deceleration lanes at major new drive entries; and
 - ▶ other such measures which might enhance traffic flow in the absence of full master planned right-of-way.
- (6) Implement the design and construction of center medians with appropriate breaks for full turning movements along Florida, Stetson, Sanderson, and other regional corridors consistent with the General Plan Circulation Map.
- (7) As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Circulation Map.
- (8) Protect the character of rural neighborhoods by continuing to maintain rural roadway improvement standards.
- (9) Establish a program to consolidate commercial drive entries along Florida Avenue, State Street, and San Jacinto Street to the extent feasible and consistent with the ability of existing businesses to continue operation.
- (10) Along with the Hemet Unified School District, pursue closure and redevelopment of the West Valley High School site, reopening Devonshire and Santa Fe as a through route paralleling Florida.
- (11) Work with Caltrans to establish an alignment along New Warren Road for State Route 79 which will benefit both regional and local traffic patterns. Once a new alignment is agreed upon, encourage its timely implementation.
- (12) Work with MWD to ensure that the Domenigoni Reservoir project provides adequate mitigation for cutting off Newport Road access to the west, as well as adequate mitigation for the traffic impacts which will be created when MWD develops recreational uses along the east side of the reservoir.
- (13) Work with Riverside County to establish a mutual recognition of the impacts of new development on roadways across jurisdictional boundaries and to establish a system of defining and mitigating the impacts of County development within the City of Hemet.
- (14) Work with Riverside County to achieve long-term solutions to potential traffic constraints in the eastern portion of the General Plan study area, including, but not limited to:
- ▶ establishing neighborhood shopping facilities (e.g. supermarket/drug store centers) south of Florida Avenue as a means of relieving traffic along that route;
 - ▶ extending the Ramona Expressway south of Florida Avenue as an Arterial to avoid dumping large amounts of traffic along Florida; and
 - ▶ ensuring that if the area presently designated Agriculture in the County's Growth Management Plan is, at some future time, to be converted to rural or urban use, appropriate improvements are made to the planned roadway system in the eastern portion of Hemet's sphere of influence.
- (15) Protect residential neighborhoods from being impacted by regional traffic by:

- ▶ maintaining and enforcing, to the extent feasible by law, a 25 mile per hour speed limit on streets which meet local criteria;
 - ▶ maintaining an arterial and collector grid circulation pattern to provide drivers with a series of choices which will spread traffic out over a large number of streets, and by providing an arterial street system to carry regional traffic;
 - ▶ maintaining a system of truck routes which would provide adequate access to industrial and commercial areas without intruding into residential neighborhoods; and
 - ▶ emphasizing the concept of using Florida Avenue, future State Route 79, the Newport Road realignment, and the Ramona Expressway as the major entry corridors within the City.
- (16) Work with Riverside County to develop a signal interconnection system along the entire length of Florida Avenue.
- (17) As a long-term strategy, pursue a program of signal interconnection through the San Jacinto Valley.
- (18) Expand and improve pedestrian and bicycle ways throughout the City by:
- ▶ designing pedestrian and bicycle routes along the collector roadway system to access major activity clusters;
 - ▶ designating a system of commercial nodes, appropriately spaced at major intersections throughout the General Plan study area, and locating higher intensity housing adjacent to these commercial nodes;
- ▶ connecting commercial activity centers with medium- and high-density residential and senior projects with well designed pedestrian linkages;
 - ▶ requiring new commercial developments to be designed so as to facilitate bicycle and pedestrian access;
 - ▶ requiring that new commercial, office and industrial developments, as well as school facilities, provide adequate and safe bicycle storage facilities;
 - ▶ providing a hierarchy of special bicycle routes and jogging paths which allow on- and off-street access; and
 - ▶ integrating sufficient width for bicycle travel into the collector street roadway standard.
- (19) Work with the Riverside County Transportation Commission and the Riverside Transit Agency to establish a local transit system within the Hemet area, connecting major uses such as the Hemet Valley Mall and Hemet Valley Hospital, the Florida Avenue commercial corridor, and other commercial nodes to residential areas, particularly senior citizen neighborhoods.
- (20) Require new, large-scale senior citizen housing projects to provide transportation services as a project amenity.
- (21) Work with the Hemet Chamber of Commerce, Valley Economic Development Council, and the Santa Fe Railroad to determine the feasibility and desirability of providing rail access to industrial uses within the City of Hemet.
- (22) Work with the Riverside County Transportation Commission to fund the establishment of one or more commuter rail stations along the existing Santa Fe rail line.

Figure II-D-4
Typical Master Planned Roadway Sections



- (23) Require new development to include opportunities for alternative transportation, such as bikeways and enhanced pedestrian linkages, into new development by providing trail linkages which are consistent with the General Plan Trail System Master Plan.
- (24) Investigate and implement programs which increase opportunities for new trail funding methods, right-of-way acquisition and construction such as:
- ▶ local, regional, State and federal funds to plan, acquire rights-of-way, and construct alternative transportation systems;
 - ▶ utilizing existing or future abandoned rights-of-way for present and future trails where feasible and appropriate; and
 - ▶ modifying and widening existing roadways and shoulders to accommodate trails.
- (25) Integrate multi-use trails along designated scenic highways wherever environmentally, physically, and economically feasible to do so.
- (26) Adopt and implement a Master Trails Amenities/Development Strategy which:
- ▶ sets requirements for the provision, location and construction of bicycle racks, lockers and other bicycle amenities at public parks, buildings and other activity centers as appropriate;
 - ▶ establishes landscape standards for master planned trails and rest areas; and
 - ▶ provides locations and standards for turnouts, shelters, rest stops, trash receptacles, and restrooms for off-road trail facilities where feasible.
- (27) Investigate the feasibility of establishing corridor study overlays for streets determined to be entries into the City with the intent of developing specialized standards integrating traffic safety, transportation, and enhancement programs into one comprehensive program for each corridor.

Transportation

2. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. TRANSPORTATION FACILITIES				
(1) As a condition of approval for new developments, require, at a minimum, that all roadways within the project site be constructed to the ultimate right-of-way, and that master planned roadways adjacent to the project site be, at a minimum, constructed to their master planned half-width adjacent to the project site, or greater if necessary to maintain adequate traffic flow. (See Circulation Map in front pocket and Figure III-C-4).	Ongoing	Existing Program	Community Development, Public Works Department	Development Review Fees, Private Construction Financing
(2) As a condition of approval for new development, require that improvements be made as necessary to ensure that the roadway performance standard outlined in Table II-D-1 is met or exceeded, and meets the requirements as outlined in the Public Services and Facilities Element.	Ongoing	New Program	Community Development, Public Works Department	Development Review Fees, Private Construction Financing
(3) As a condition of approval for new uses within designated commercial corridors, require, where feasible, the acquisition or granting of reciprocal access and parking agreements as a means of facilitating movement between adjacent commercial uses without impacting the adjacent roadway.	Ongoing	Existing Program	Community Development	Development Review Fees, Private Construction Financing
(4) Actively pursue Measure A and other available roadway improvement funds as a means of financing the roadway improvement needs identified in the City of Hemet Development Impact Fee Report as being created by existing development.	Post General Plan adoption	New Program	City Manager's Office	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(5) Where roadways cannot be widened to their full master planned width because existing development or other physical constraints prohibit acquisition of full right-of-way, consider the following alternative methods of increasing roadway capacity: ▶ prohibition of on-street parking all day or during peak travel hours; ▶ use of alternative lane widths and special striping to create additional travel lanes; ▶ design of new drive access points so as to prevent left turns; ▶ consolidation of existing drive entries along the roadway; ▶ creation of acceleration and deceleration lanes at major new drive entries; and ▶ other such measures which might enhance traffic flow in the absence of full master planned right-of-way.	Ongoing	Existing Program	Public Works Department	Department Budget
(6) Implement the design and construction of center medians with appropriate breaks for full turning movements along Florida, Stetson, Sanderson, and other regional corridors consistent with the General Plan Circulation Map.	Within 18 months post General Plan adoption as funding becomes available	New Program	Public Works Department	Development Impact Fees, Measure A Funds, Redevelopment Agency Tax Increments, and other available funds
(7) As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Circulation Map.	Ongoing	Existing Program	Public Works Department	Department Budget

Transportation

Strategy Summary	Timing	Status	Responsible Agency	Funding
(8) Protect the character of rural neighborhoods by continuing to maintain rural roadway improvement standards.	Ongoing	New Program	Public Works Department	Department Budget
(9) Establish a program to consolidate commercial drive entries along Florida Avenue, State Street, and San Jacinto Street to the extent feasible and consistent with the ability of existing businesses to continue operation.	Begin program 18 months post General Plan adoption	New Program	Public Works Department	Measure A Funds, Redevelopment Agency Tax Increments, and other available funds
(10) Along with the Hemet Unified School District, pursue closure and redevelopment of the West Valley High School site, reopening Devonshire and Santa Fe as a through route paralleling Florida.	18 months post General Plan adoption	Existing Program	Redevelopment Agency	Redevelopment Agency Tax Increments, Private funds for site purchase, and School District Budget
(11) Work with Caltrans to establish an alignment along New Warren Road for State Route 79 which will benefit both regional and local traffic patterns. Once a new alignment is agreed upon, encourage its timely implementation.	12 months post General Plan adoption	Existing Program	Community Development, Public Works Department	Department Budget
(12) Work with MWD to ensure that the Domenigoni Reservoir project provides adequate mitigation for cutting off Newport Road access to the west, as well as adequate mitigation for the traffic impacts which will be created when MWD develops recreational uses along the east side of the reservoir.	Ongoing	Existing Program	Community Development	Department Budget
(13) Work with Riverside County to establish a mutual recognition of the impacts of new development on roadways across jurisdictional boundaries and to establish a system of defining and mitigating the impacts of County development within the City of Hemet.	Ongoing	Existing Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(14) Work with Riverside County to achieve long-term solutions to potential traffic constraints in the eastern portion of the General Plan study area, including, but not limited to: ▶ establishing neighborhood shopping facilities (e.g. supermarket/drug store centers) south of Florida Avenue as a means of relieving traffic along that route; ▶ extending the Ramona Expressway south of Florida Avenue as an Arterial to avoid dumping large amounts of traffic along Florida; and ▶ ensuring that if the area presently designated Agriculture in the County's Growth Management Plan is, at some future time, to be converted to rural or urban use, appropriate improvements are made to the planned roadway system in the eastern portion of Hemet's sphere of influence.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget
(15) Protect residential neighborhoods from being impacted by regional traffic by: ▶ maintaining and enforcing, to the extent feasible by law, a 25 mile per hour speed limit on streets which meet local criteria; ▶ maintaining an arterial and collector grid circulation pattern to provide drivers with a series of choices which will spread traffic out over a large number of streets, and by providing an arterial street system to carry regional traffic;				

Transportation

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ maintaining a system of truck routes which would provide adequate access to industrial and commercial areas without intruding into residential neighborhoods, and ▶ emphasizing the concept of using Florida Avenue, the Newport Road realignment, and the Ramona Expressway as the major entry corridors within the City.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(16) Work with Riverside County to develop a signal interconnection system along the entire length of Florida Avenue.	36 months post General Plan adoption	New Program	Public Works Department	Department Budget, Development Impact Fees
(17) As a long-term strategy, pursue a program of signal interconnection through the San Jacinto Valley.	Ongoing	New Program	Public Works Department	Department Budget, Development Impact Fees
(18) Expand and improve pedestrian and bicycle ways throughout the City by: ▶ designing pedestrian and bicycle routes along the collector roadway system to access major activity clusters; ▶ designating a system of commercial nodes, appropriately spaced at major intersections throughout the General Plan study area, and locating higher intensity housing adjacent to these commercial nodes;	Ongoing	Existing Program (expanded)	Public Works Department	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
▶ connecting commercial activity centers with medium- and high-density residential and senior projects with well designed pedestrian linkages; ▶ requiring new commercial developments to be designed so as to facilitate bicycle and pedestrian access; ▶ requiring that new commercial, office and industrial developments, as well as school facilities, provide adequate and safe bicycle storage facilities; ▶ providing a hierarchy of special bicycle routes and jogging paths which allow on- and off-street access; and ▶ integrating sufficient width for bicycle travel into the collector street roadway standard.				
(19) Work with the Riverside County Transportation Commission and the Riverside Transit Agency to establish a local transit system within the Hemet area, connecting major uses such as the Hemet Valley Mall and Hemet Valley Hospital, the Florida Avenue commercial corridor, and other commercial nodes to residential areas, particularly senior citizen neighborhoods.	60 months post General Plan adoption	New Program	City Manager's Office	Department Budget, other available Funds
(20) Require new, large-scale senior citizen housing projects to provide transportation services as a project amenity.	Ongoing	New Program	Community Development	Department Budget, Private Funding of Service
(21) Work with the Hemet Chamber of Commerce, Valley Economic Development Council, and the Santa Fe Railroad to determine the feasibility and desirability of providing rail access to industrial uses within the City of Hemet.	18 months post General Plan adoption	New Program	Community Development	Department Budget, other outside agency budgets

Transportation

Strategy Summary	Timing	Status	Responsible Agency	Funding
(22) Work with the Riverside County Transportation Commission to fund the establishment of one or more commuter rail stations along the existing Santa Fe rail line.	Ongoing	New Program	City Manager's Office	Department Budget, Measure A Funds
(23) Require new development to include opportunities for alternative transportation, such as bikeways and enhanced pedestrian linkages, into new development by providing trail linkages which are consistent with the General Plan Trail System Master Plan.	Ongoing	New Program	Community Development, Public Works Department	Department Budget
(24) Investigate and implement programs which increase opportunities for new trail funding methods, right-of-way acquisition and construction such as: ▶ local, regional, State and federal funds to plan, acquire rights-of-way, and construct alternative transportation systems; ▶ utilizing existing or future abandoned rights-of-way for present and future trails where feasible and appropriate; and ▶ modifying and widening existing roadways and shoulders to accommodate trails.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget
(25) Integrate multi-use trails along designated scenic highways wherever environmentally, physically, and economically feasible to do so.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(26) Adopt and implement a Master Trails Amenities/Development Strategy which: ▶ sets requirements for the provision, location and construction of bicycle racks, lockers and other bicycle amenities at public parks, buildings and other activity centers as appropriate; ▶ establishes landscape standards for master planned trails and rest areas; and ▶ provides locations and standards for turnouts, shelters, rest stops, trash receptacles, and restrooms for off-road trail facilities where feasible.	1 year post General Plan adoption	New Program	Community Development, Public Works Department	Department Budget
(27) Investigate the feasibility of establishing corridor study overlays for streets determined to be entries into the City with the intent of developing specialized standards integrating traffic safety, transportation, and enhancement programs into one comprehensive program for each corridor.	1 year post General Plan adoption	New Program	Community Development, Public Works Department	Department Budget

PUBLIC HEALTH AND SAFETY

INTRODUCTION

The Public Health and Safety Element provides the goals and strategies necessary to protect Hemet residents from the hazards associated with natural and man-made environments. The purpose of the goals and strategies in this section is to incorporate safety considerations into the City's planning and decisionmaking process and to reduce identifiable risks.

Since elimination of all potential risk within the community is impossible, the City of Hemet and its citizens must set guidelines for what degree of risk is acceptable for various natural and man-made hazards. For new development, the emphasis is to regulate construction so as to avoid or minimize identifiable risks to the extent possible. Risks identified in existing development, however, may need to be lowered to an acceptable level by physical alteration, relocation or demolition, or a change in use altogether.

The Public Health and Safety Goals, Concepts and Strategies contained within the General Plan are based on substantial data and analysis about existing conditions in the San Jacinto Valley. The main sources for this information, incorporated into the General Plan by reference, are included in the General Plan Appendix.

The Goals, Concepts, and Strategies contained in the Public Health and Safety Element interrelate with other policies contained in various elements of the General Plan. The potential for land subsidence, for example, is directly related to the concepts discussed in the Resource Management Element, since land subsidence can be caused from overdrafting of the groundwater basin. The discussion of hazards due to flooding is related to the construction of flood control facilities covered in the Public Services and Facilities Element.

The Public Health and Safety Element addresses the following issues:

1. Geology and Seismicity
2. Flooding
3. Noise
4. Hazardous Materials
5. Fire
6. Crime Prevention and Law Enforcement
7. Emergency Services and Facilities
8. Airport Land Use Compatibility

1. GEOLOGY AND SEISMICITY

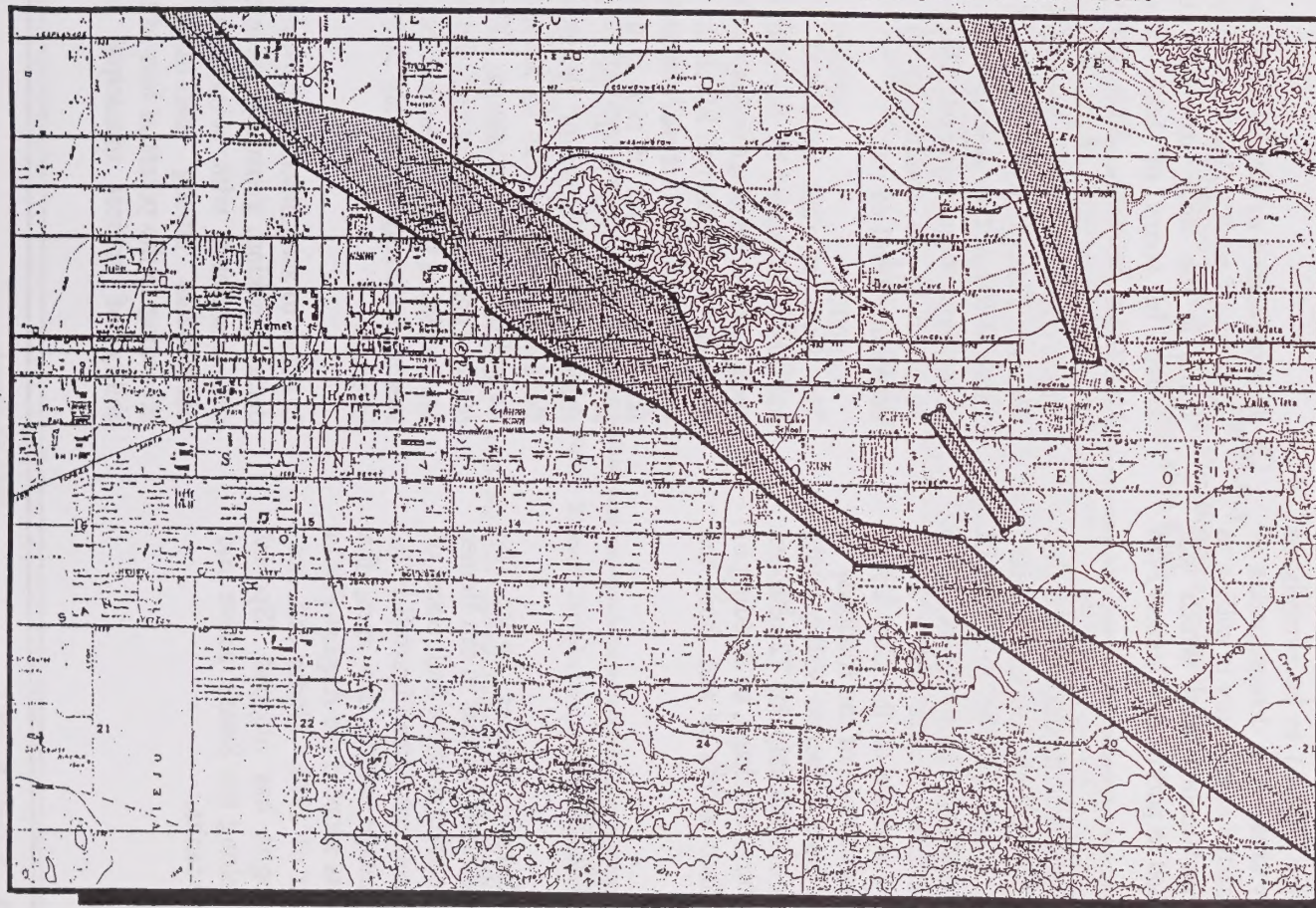
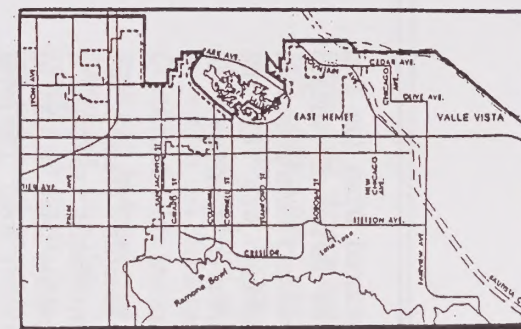
Goal

- ☐ Reduce the potential for loss of life and minimize physical injury and property damage from seismic groundshaking and other geologic events.

Issues

- ☐ Several "active" and "potentially active" traces of the San Jacinto fault zone present within the northeastern portion of the study area (see Figure II-F-1) have been zoned for special studies as required by the Alquist-Priolo Special Studies Zones Act. Primary hazards, such as ground ruptures; and secondary hazards such as rockfalls, subsidence in the valley floor, dam overtopping or failure, and seiches in local water tanks and reservoirs, related to potential seismic activity within this fault zone remain a significant concern to all within the community.

Figure II-F-1
San Jacinto Fault Zone

ALQUIST-PRIOLO
SPECIAL STUDIES ZONES

■ As development is distanced from the San Jacinto Fault Zone, the threat of surface rupture diminishes. Secondary hazards caused by severe groundshaking due to the underlying soil type, however, continue to be an issue.

■ The fact that the hazards created by earthquakes are unavoidable makes it necessary to assign a certain level of risk to development within the study area. The level of risk which is chosen by the community will have an impact on the location, intensity and type of land uses allowed to be established within the study area. The determination of what level of risk the community is willing to accept is the fundamental issue which will need to be decided as part of the General Plan Program.

In the event of a major earthquake, evacuation routes to and from the study area are expected to be severely disrupted due to potential physical road damage, flooding from the failure(s) of the Lake Hemet and/or Little Lake Dams, the rupture of the San Diego Aqueduct, and subsidence of the roadbed. It is estimated that the San Jacinto Valley could be isolated from outside help for 72 or more hours due to failure, blockage, or flooding of all or most surface access to and from the City.

Concepts

■ **Alquist-Priolo Special Studies Zone:** The most significant seismic hazards in the Hemet study area are the several active fault traces of the San Jacinto fault zone (see Figure II-F-2). To minimize damage within this area, the State of California adopted the Alquist-Priolo Special Zone Act of 1972. Under this Act, the State Geologist has mapped "Special Studies Zones" along the State's active and potentially active faults.

Several "active" and "potentially active" faults of the San Jacinto fault zone present within and near the Hemet Study area have been zoned for special studies as required by the Alquist-Priolo Special Studies Zones Act. Prior to approval of structures for human occupancy within these special study zones, a geologic study must be undertaken to determine the precise location and necessary setbacks from identified faults to prevent the unnecessary structural collapse of buildings which might be located too near the fault line to be safe.

■ **Determination of Acceptable Levels of Risk:** Analysis of earthquakes caused by the several faults in the study area has defined these events in terms of both magnitude and recurrence interval. Earthquake magnitude expected from each of the three major faults which could potentially have an effect on the General Plan Study Area are described in Table II-F-1. The description of magnitude along with other characteristics of seismic events help the community to establish an acceptable level of risk.

The level of risk associated with seismic hazards is indicated by the number of times such earthquake magnitudes would occur, or the *recurrence interval*. Much the same as the risk from other natural hazards, such as flooding, the level of risk is defined by its individual potential recurrence interval. For example, it is common practice to design flood-prevention works to accommodate the flows from a 100-year storm. Where a higher level of protection is desired, the design levels are increased to accommodate the flows from storms occurring at roughly 300- to 500-year intervals.

In order to accommodate day-to-day planning decisionmaking, generally accepted levels of risk associated with seismic hazards must differentiate among man-made structures according to the potential loss of life, and the ability of critical municipal facilities to

Public Health and Safety

function after a major event. Hospitals and fire stations, for instance, are good examples of land uses essential to emergency response in the event of an earthquake, and therefore, would be expected to survive a maximum credible earthquake. Industrial warehouse uses would be considered low risk, however, since a limited number of persons would be expected to occupy such structures during a major quake.

Once risk determinations have been made, risk categories can be combined with magnitude and recurrence levels to establish an acceptable level of risk (see Table II-F-1) to which all structures will be designed. Combined with information on known local geologic features and soil types, these risk categories can then be used as a land use overlay in order that high risk facilities are not subjected to undue seismic hazards (see Table II-F-2).

Table II-F-1
Summary of Expected Earthquake Magnitude
and Acceptable Risk

Use Category by Rank of Importance ¹	Recurrence Interval in Years	Earthquake Magnitude on the Richter Scale		
		San Andreas	San Jacinto Casa Loma	Elsinore
Emergency Facilities	Max. Credible	8.0*	7.5*	7.0*
Critical Facilities	200-500	7.5*	7.0*	6.0*
Normal-High Risk	100-200	7.0*	6.5*	5.5
Normal-Low Risk	50-100	6.5*	6.0	5.0

* Probably accompanied by fault rupture to surface

Source: Modified from Riverside County, Seismic Safety/Safety Element Technical Report, Volume 1, September 1976, Page 61.

¹ See Table II-F-3 for definitions of Emergency Facilities, Critical Facilities, Normal-High Risk, and Normal-Low Risk.

Public Health and Safety

Table II-F-2
Generalized Characteristics of Expected
Earthquakes in the Hemet Area

	Zone III A	Zone III B	Zone IV A	Zone IV B	Zone V A	Zone V B	Zone V C
Critical Facilities*							
g	0.54	0.72	0.74	1.0	0.94	1.2	0.63
T	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.2 - 0.4
t	15 - 20	20 - 30	15 - 20	20 - 30	15 - 20	20 - 30	30 - 40
Normal-High Risk							
g	0.43	0.58	0.59	0.79	0.75	1.0	0.5
T	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.2 - 0.4
t	10 - 15	15 - 25	10 - 15	15 - 25	10 - 15	15 - 25	25 - 35
Normal-Low Risk							
g	0.27	0.37	0.34	0.46	0.35	0.46	0.23
T	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.1 - 0.2	0.1 - 0.3	0.2 - 0.4
t	8 - 12	10 - 20	8 - 12	10 - 20	8 - 12	10 - 20	15 - 25

Source: City of Hemet Seismic Safety and Public Safety General Plan Elements, Envicom Corporation (June, 1976).

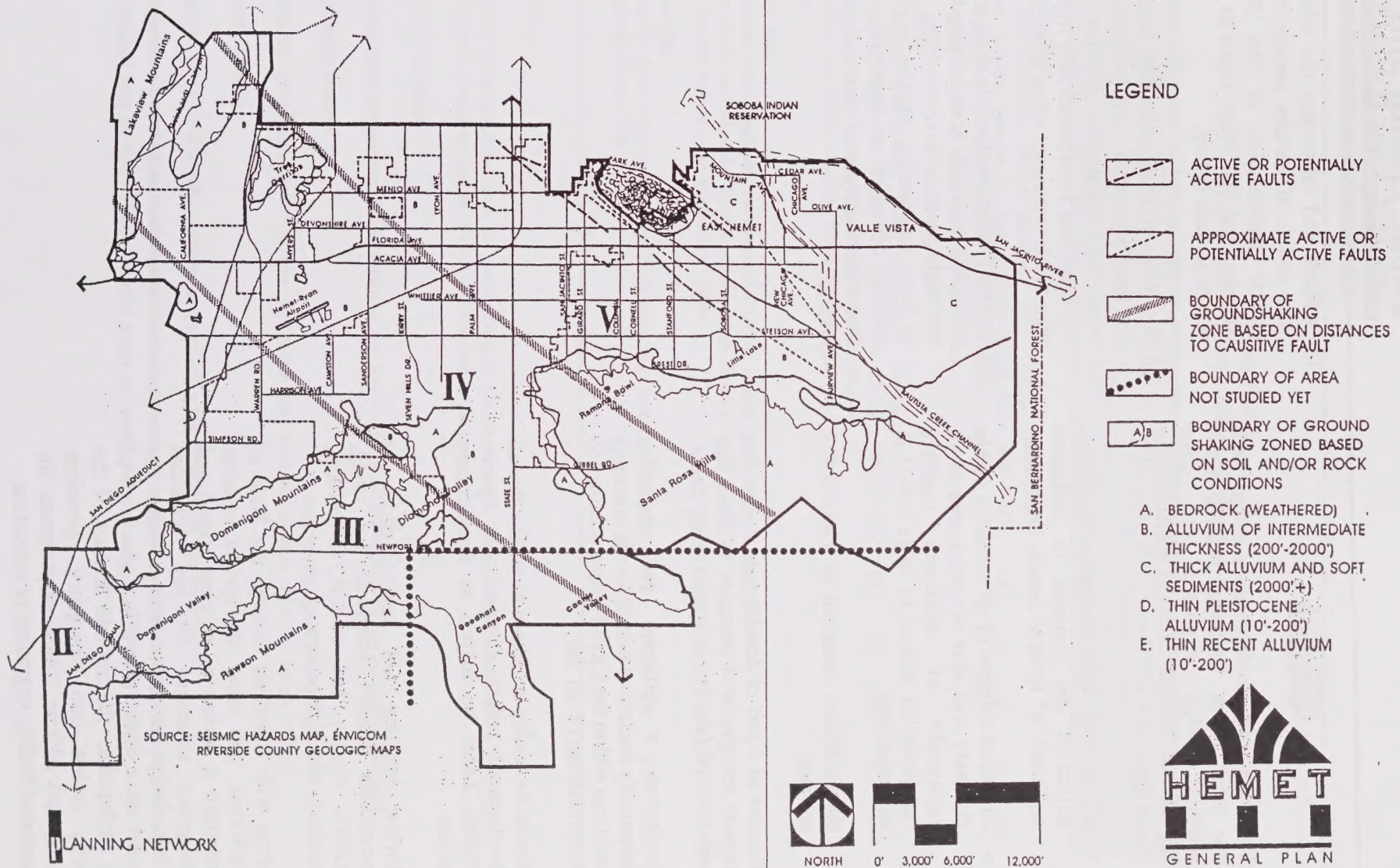
* Emergency Services should be designed to maximum credible event.

g = Maximum ground acceleration expressed as a decimal fraction of the acceleration of gravity.

T = Predominant period of groundshaking in seconds.

t = Duration of "strong" shaking in seconds.

Figure II-F-2
Seismic Zones



Strategies

- (1) Require all new developments to comply with the most recent Uniform Building Code seismic design standards and other supplemental design criteria as is necessary to insure that:
 - ▶ all critical and emergency land use structures are designed to withstand sufficient "g" force to remain functional;
 - ▶ structural collapse of all buildings within the study area after the occurrence of an earthquake of maximum credible magnitude (as defined in Table II-F-1) is mitigated; and
 - ▶ the guidelines described in Table II-F-3 are met.
- (2) Require as a part of development review that reports are prepared pursuant to State law within the Alquist-Priolo Special Study Zones.
- (3) Implement a program for upgrading seismically hazardous (unreinforced masonry) buildings within the City of Hemet pursuant to the provisions of SB 547.
- (4) Revise the zoning ordinance to require that all development within Alquist-Priolo Special Studies Zones be subject to discretionary review.
- (5) Review building and zoning codes to incorporate specific standards for siting, seismic design, and review of critical, sensitive, and high occupancy structures.
- (6) Along with Riverside County, the State of California, and other appropriate agencies undertake a review of existing critical and emergency structures for any significant siting, design, or construction problems that would make them vulnerable in the event of an earthquake. Incorporate findings of the above review into emergency operations plans, and address long-term programs for associated facility upgrading or relocation.
- (7) Facilitate and encourage the efforts of the State and local entities responsible for the regular maintenance of the San Diego Aqueduct and San Diego Canal to reduce the risk of seismic failure.
- (8) Direct the Building and Safety Department to continually monitor new building materials used for earthquake stability and fire resistance and incorporate such materials into plan check comments when applicable.
- (9) Require development within slope areas which potentially have soils or underlying formations that might produce severe building constraints to have engineering studies performed in order to determine an appropriate structural design and incorporate such designs into the project.

Public Health and Safety

**Table II-F-3
Earthquake Compatibility Guidelines**

Land Uses	Degree of Compatibility in Seismic Shaking Zones						
	IIIA	IIIB	IVA	IVB	VA	VB	VC
Emergency Facilities Hospitals; Fire Stations; Police Stations; Civil Defense Headquarters; Lifeline Systems for Gas, Electric, Water and Telephone; Emergency Broadcast Systems; Ambulance Services; Power Plants (Nuclear, Fossil Fuel); Dams; and Reservoirs.	GU	GU	GU	R	R	R	GU
Critical Facilities Schools; Theaters; Auditoriums; Utility Substations; Sewage Treatment Plants; Waterworks; Local Gas and Electric Lines; Major Highways; Bridges; Tunnels; Aqueducts; Pipe Lines; Public Service Facilities; and Public Assembly Facilities with Capacity of 100 or more.	GU	GU	GU	R	R	R	GU
Normal-High Risk Heavy Industrial; Office Buildings; Commercial Centers; Hotels and Motels; Banks and Financial Establishments; High Density Residential; Service Stations; and Health Care Clinics.	PS	GU	GU	GU	GU	GU	GS
Normal-Low Risk Light Industrial; Low Density Residential; Warehousing and Storage; Agriculture; and Parks.	GS	PS	PS	PS	PS	PS	GS

(R) Restricted

Restricted unless alternative sites are not available or feasible and it is demonstrated through a site investigation that, although mitigation may be difficult, hazards will be adequately mitigated.

(GU) Generally Unsuitable

Restricted unless site investigation demonstrates that site is suitable or that hazards will be adequately mitigated.

(PS) Provisionally Suitable

Requires site investigation to confirm suitability; may require some modification of facility design or siting.

(GS) Generally Suitable

Acceptable; however, if specific concerns are identified, a site investigation may be required.

Source: Modified from the City of Hemet Seismic Safety and Public Safety General Plan Elements (1976).

2. FLOODING

Goal

- Minimize the potential for loss of life, physical injury, property damage, and social disruption, and facilitate rapid physical and economic recovery resulting from flooding.

Issues

- The rapid increase in development within the General Plan Study Area without construction of an adequate flood control and drainage system has created a situation where areawide flooding is a common occurrence in most portions of the community.
- Periodic flooding has had an impact on local transportation, street maintenance and the movement of emergency vehicles.
- So critical is the flooding issue that a major portion of the City of Hemet's redevelopment effort is focused on the development of local flood control facilities. Flood control and storm drain facilities thus constitute one of Hemet's greatest infrastructure needs, both for existing residents and for new development.

Based on the City's flood control master plan, over \$76 million in improvements are needed over the next 25 years.

Because of the large extent of the City's flood control program, a regular review of funding and priorities is needed.

Because large areas of unincorporated territory are located upstream from the City, ongoing coordination with the County is required.

- The study area encompasses three major drainage areas, the majority of which are within the Salt Creek and San Jacinto River watersheds, with a small portion being in the Santa Margarita River watershed. Flows from the Salt Creek and San Jacinto watersheds merge at Railroad Canyon Reservoir on the San Jacinto River, which then flows to Lake Elsinore. The lack of permanent storm drain improvements to accommodate these storm flows has contributed to a number of area wide flooding hazards:

- ▶ The small size of the Salt Creek watershed, along with the moisture-retentive nature of the local soils, helps minimize the exposure to flooding. However, flooding and subsequent ponding of waters in the very flat fields and valleys does occur (Figure II-F-3). Major drainage flows contained in this watershed area pass south of the central Hemet area to where the tributaries of the Salt Creek watershed extend. Flows from St. Johns Canyon, Cactus Valley, Avory Canyon and Pepper Creek come together at Salt Creek and pass westerly through a system of mostly unimproved drainage channels towards Winchester.
- ▶ Flows in the north and central portions of Hemet are picked up by local streets and storm drains which ultimately flow into the Hemet Channel. Flooding along these local collector roadways, however, is quite common. State Street and Newport, Simpson, and Warren Roads are continually flooded during storm events. Major east-west streets such as Menlo, Devonshire, Florida, Acacia, Whittier, and Stetson Avenues are flooded during most storms, making many intersections impassible.

Public Health and Safety

- ▶ The area generally to the north and east of Central Hemet is within the San Jacinto watershed. A large tributary flow through this area is contained within the Bautista Creek Channel. Local flooding in this area moves northwest towards the San Jacinto River. Storm flows north of Florida Avenue travel to the north along State Street, Santa Fe Street and San Jacinto, causing considerable flooding. This same pattern is found along the north-south streets north of Menlo Avenue.

❑ Much of the older portions of the City were developed without the benefit of a storm drain system. Consequently, storm flows are carried in the streets. As a result, numerous dips have been constructed to convey flows across intersections.

❑ In addition to the delineation of needs created by existing development and needs created by new development, implementation of Salt Creek flood control improvements also involves needs created by lands within Hemet's sphere of influence.

❑ In addition to Salt Creek and San Jacinto watershed area improvements, an additional set of facilities is required to support development in the unimproved portions of the City south of Stetson Avenue and west of Cawston.

Development of this area will require construction of several large-scale facilities which will benefit only this area. These include:

- ▶ Salt Creek Channel from Newport to Lyon;
- ▶ Cactus Valley Channel;
- ▶ Avery Canyon Storm Drain; and

- ▶ Pepper Creek Channel.

Because the facilities described above benefit only the unimproved areas south of Stetson Avenue and west of Cawston, costs for these facilities have been allocated 100 percent to this area. All of these improvements may fall within the proposed MWD acquisition area for the Domenigoni Reservoir; drainage and circulation issues will have to be coordinated with MWD's planning efforts.

❑ Analysis undertaken in the Development Impact Fee Report to determine the relative drainage facility needs created by existing development, new development, land within the sphere of influence, and by unimproved lands south of Stetson and west of Cawston concluded that the following represents a fair share allocation of costs:

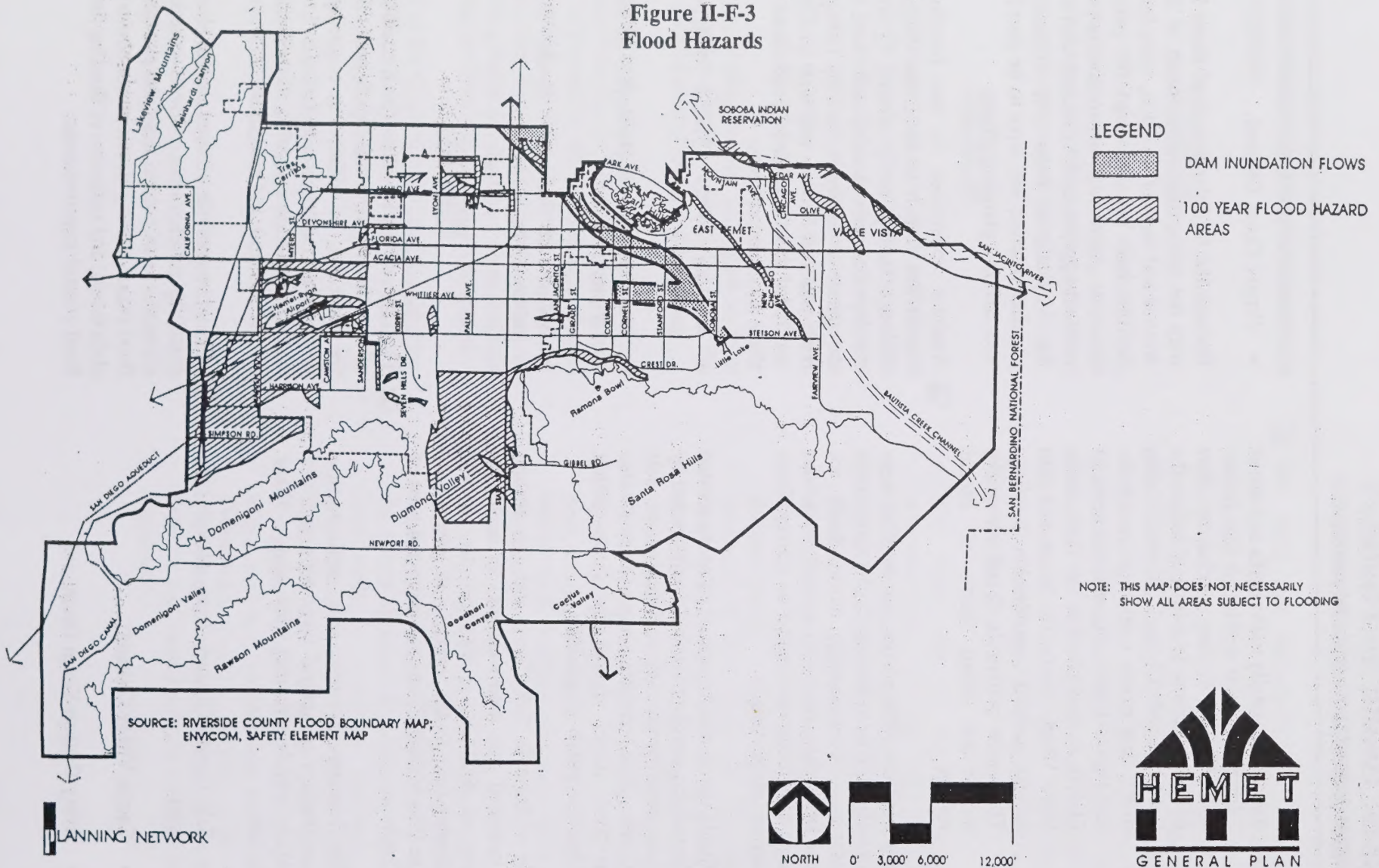
- ▶ Existing Needs (\$12.35 million, 14 percent),
- ▶ New Development Needs (\$59.25 million, 67 percent), and
- ▶ Sphere of Influence Needs (\$16.66 million, 19 percent).

Concepts

❑ The City of Hemet will utilize a combination of its redevelopment and development impact fee programs, in addition to requiring new development to construct facilities to fund drainage and flood control facilities needed by Hemet residents and businesses.

❑ Alternative methods of flood control measures generally fall into three categories; maintenance of natural drainage patterns and flood plains, raising development above flood plain levels, and reduction of flooding through flood control improvements.

Figure II-F-3
Flood Hazards



Public Health and Safety

Preservation of Natural Drainage Areas: Natural drainage channels made up of existing arroyos, creeks, washes, and low lying flood plains which do not pose a threat to downstream urban development can be retained as natural areas and integrated into new open space networks designed to accept flows. Such areas can also be incorporated into local and regional recreation facilities. The major drawback of this alternative is the high cost of recovery and restoration after a major flood event.

Raising development above flood plain levels: A typical technique used to mitigate flood damage in large flat areas, this technique can be used in cases where limited densities would not warrant the construction of an improved flood control channel or in which the land use type, such as industrial development, can be readily adapted to the floodplain constraints.

Flood Control Channels and Underground Improvements: This technique can be used in areas where flood flows cannot otherwise be conveyed through an urban area. For this method to be implemented, a successive network of flood control facilities is necessary to move flood flows out of urban areas without harming downstream properties. This alternative is generally the most expensive in the short term, since improvements are permanent and intended to last a significant amount of time before being replaced. Costs for construction and maintenance can be amortized for a long period of time over large areas since the effect of the improvement is to potentially free up large areas for development. Flood control channels also allow more project design flexibility by rerouting drainage around new development.

- ❑ Within areas which are currently developed or which are designated for urban or rural development on the General Plan Land Use Map, construction of flood control channels and underground improvements will be given priority.

Within undeveloped areas that are not designated for urban or rural development on the General Plan Land Use Map, priority will be given to preservation of natural drainage areas.

- ❑ The City of Hemet has maintained a policy of requiring new development to retain incremental flows. Under this policy, which is an important General Plan flood control concept, peak storm water flows subsequent to site development can be no greater than those which occurred prior to development. Alternately, increases in flows must be directed to an approved flood control channel or storm drain at the developer's expense.

- ❑ In certain cases, it may be necessary for the developer to construct portions of master planned facilities where they are located adjacent to a proposed development or where such master planned facilities are needed to adequately convey runoff from the development site.

Strategies

- (1) In cooperation with the Riverside County Flood Control and Water Conservation District, update and implement the Hemet Master Flood Control and Drainage Plan, where necessary where necessary.
- (2) Ensure that no structure designed for human occupancy is constructed within the 100-year flood plain without being raised, at a minimum, one foot above the flood plain, and provided with an all-weather access.
- (3) Retain undeveloped or vacant land within 100-year flood plains as low density rural uses or open space where plans for construction of flood control facilities are absent.

(4) Require, as a prerequisite to development approval, that drainage studies be completed to identify the facilities which are required to adequately protect downstream properties.

(5) Encourage the use of pervious paving materials in hardscape areas, swale designs in landscape, and grassy areas which are able to slow runoff and maximize recharge of the groundwater table.

(6) Ensure that major creeks, channels, and basins are kept clear of obstruction, and are regularly maintained.

(7) As a condition of approval for new development, require that necessary improvements be made to ensure that the drainage performance standard outlined in the Public Services and Facilities Element is not exceeded.

(8) Require that the facilities required in the above strategy be in place and operational prior to the issuance of certificates of occupancy.

(9) Conduct an annual assessment of drainage facilities, evaluating their adequacy and program needs, and identifying five year facility needs based on the anticipated level and location of growth.

(10) Designate and protect such lands as are necessary for flood control and drainage facilities, and include programs for acquisition of these lands in the City Capital Improvement Program.

(11) Take advantage of existing and proposed flood control and drainage ways for use as:

- ▶ joint use recreation facilities;
- ▶ water recharge areas;
- ▶ natural study and wildlife preserves;

▶ pedestrian and bicycle corridors;

▶ development transition areas; and

▶ combined with other utility rights-of-way.

3. NOISE

Goal

- Promote noise compatible land use relationships by implementing noise standards to be utilized for design purposes in new development and establishing a program to attenuate existing noise problems.

Issues

- As portions of the General Plan study area transition from rural and suburban to more urban densities, the incidence of noise will increase proportionately. Although not all noise can be completely eliminated, standards for the buffering and reduction of noise within the community will need to be addressed.
- Many of the City's mobilehome park areas are located adjacent to high traffic volume roadways. Since mobilehomes are generally not well insulated against noise, and many of the community's seniors reside in mobilehome parks, the location and design of new mobilehome developments and potential buffering of existing developments has been of concern to many residents.
- Noise generated by industrial uses has resulted in past complaints to the City of Hemet. Investigations resulted in the conclusion that a potential for intermittent and nuisance level noise from industrial uses existed because of their proximity to residential areas.

Public Health and Safety

❑ The Hemet-Ryan Airport is presently the major source of aircraft noise in the study area. Currently, private, single, and twin-engine aircraft, helicopters and California Department of Forestry aircraft based at Hemet-Ryan Airport have the potential of creating intermittent overflight noise, especially during fire season (Figure II-F-4).

Although airport noise can be considered a nuisance in most communities, the citizens who reside in neighborhoods adjacent to the airport consider the intermittent noise to be an acceptable trade-off for having the protection of California Department of Forestry operations nearby.

❑ An Atchison, Topeka and Santa Fe (AT & SF) railroad line runs parallel to State Street, then cuts a diagonal from north of Florida Avenue to south of the Hemet-Ryan Airport. This route connects the majority of the City's industry to the San Bernardino and Riverside areas. The line typically carries one local freight train in each direction daily. Although this usage is considered minimal at the present time, future rail transit, including Metrolink service, may increase noise levels along this right-of-way (Figure II-F-5).

❑ High noise levels are typically the result of large traffic volumes, high vehicle speeds, and high truck mixes (Figure II-F-5). All roadway links studied that generate sound levels in excess of 65 CNEL are designated as truck routes by the City. The roadways where current traffic volumes generate noise levels above acceptable levels (60 CNEL) for sensitive receptors at 100 feet from roadway centerline include:

- ▶ Florida Avenue (63.7 - 68.5 CNEL);
- ▶ Stetson Avenue (61.2 - 64.4 CNEL);
- ▶ Sanderson Avenue (60.8 - 63.8 CNEL);

- ▶ State Street (60.3 - 63.5 CNEL);
- ▶ Warren Road (60.2 - 62.8 CNEL); and
- ▶ San Jacinto Street (62.4 - 63.0 CNEL).

❑ Florida Avenue presently carries the largest traffic volume of all surface roadways within the City limits. Of the 99 master planned roadway links analyzed in the City of Hemet, 83 links generate a 70 CNEL contour that falls within the right-of-way.

State Route 74 (Florida Avenue and San Jacinto Street) and County Road 79 (State Street) carry appreciable volumes of both truck and commuter traffic. Land uses adjacent to these and other master planned roadways are affected by motor vehicle noise.

Figure II-F-4
Projected Airport Noise Contours

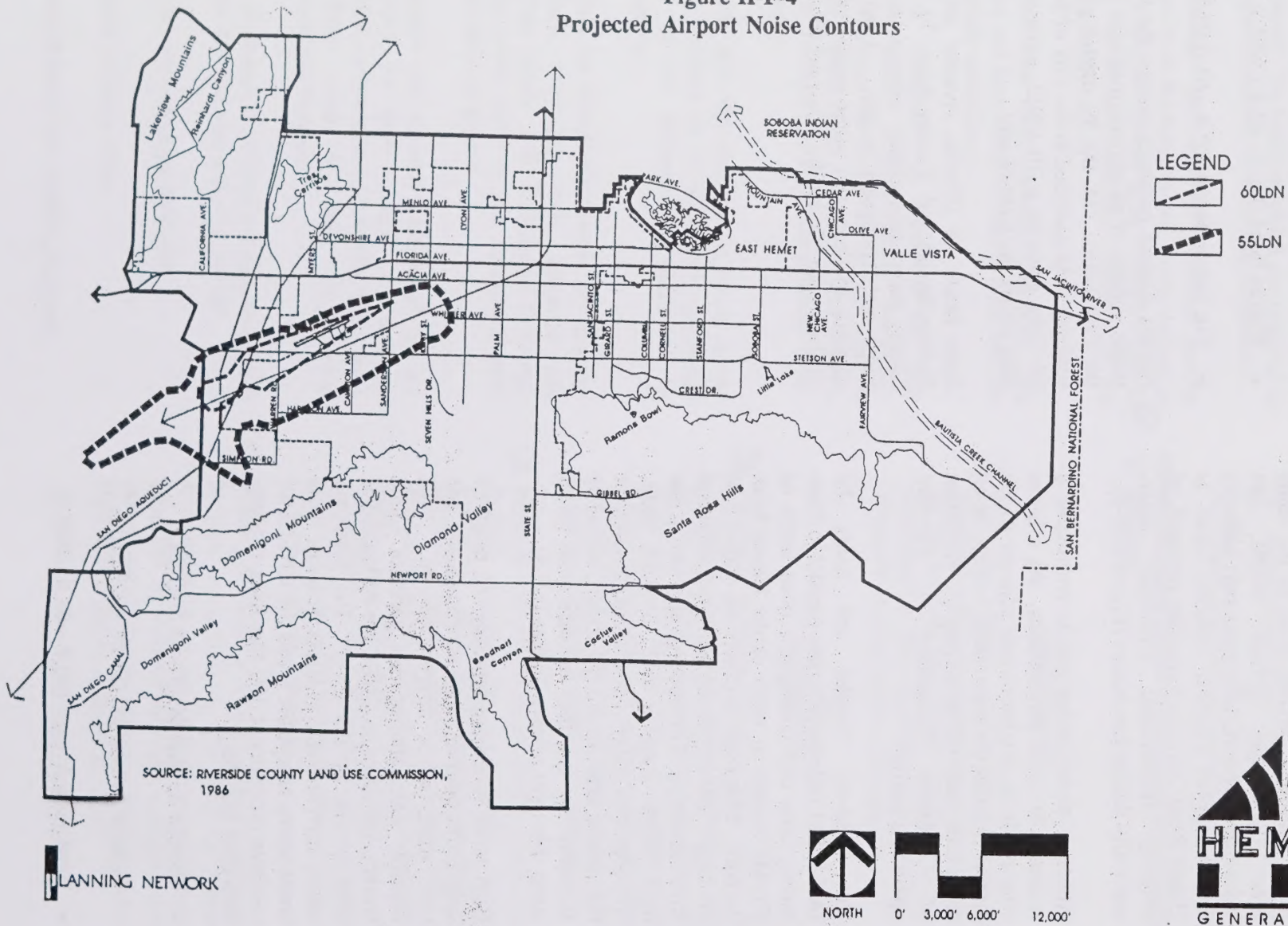
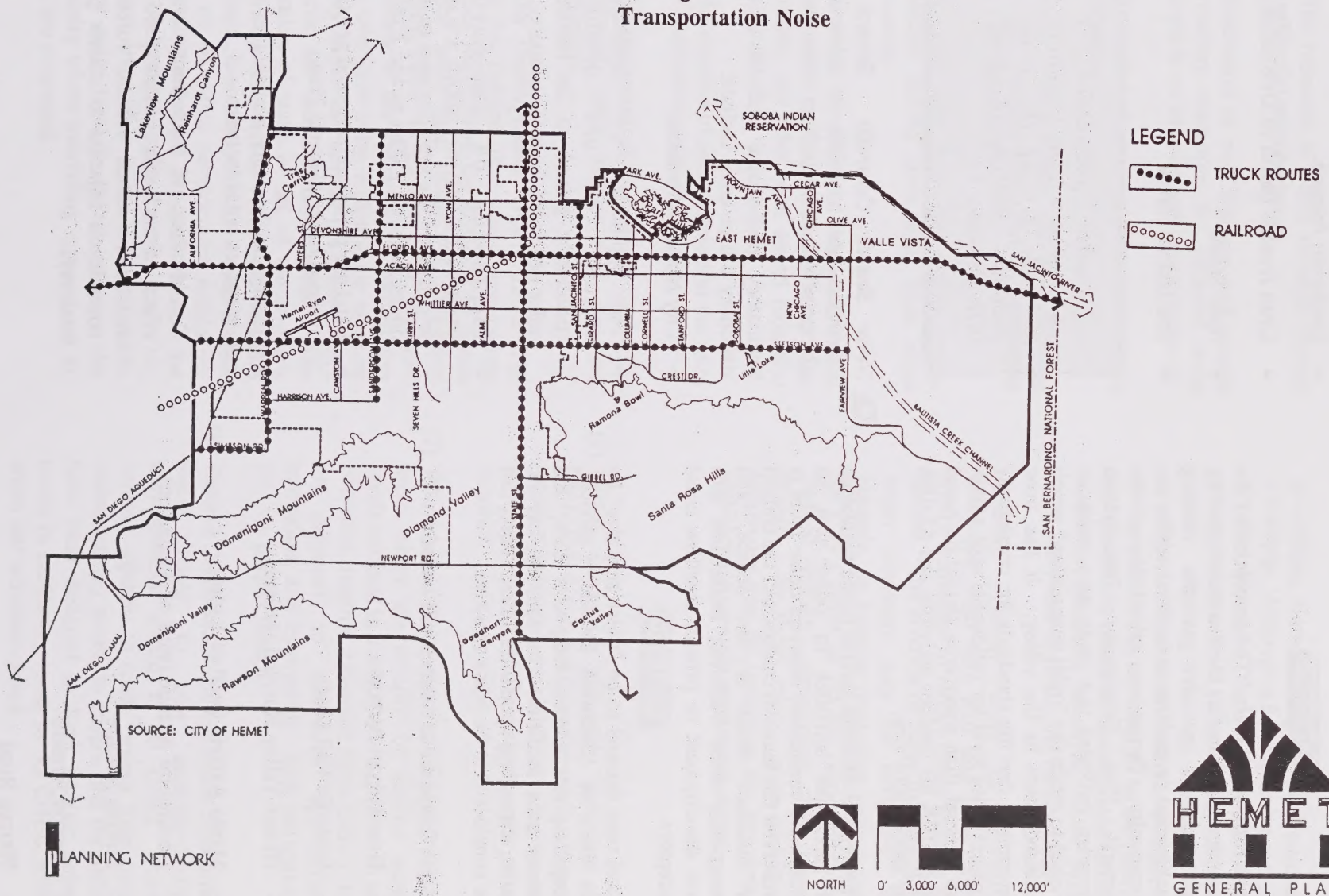


Figure II-F-5
Transportation Noise



Concepts

❑ **Ambient Noise Level:** The perception of the community's character is often determined by what visitors perceive as the existing background or *ambient noise level* within the community. Perceptions gained through the General Plan Community Participation Program indicated that study area residents wished to retain the "quiet atmosphere" which attracted them to the valley. It has been determined that the standards for community ambient noise level for residential uses within the General Plan study area should be based on 65 dBA for outdoor activities and 45 dBA for indoor activities.

The general concepts related to the regulation of land use activities in order that an acceptable community ambient noise level is preserved fall into two categories: the control of nuisance noise at the source, and integrating noise buffering techniques into new development to protect sensitive noise receptors.

❑ Land uses deemed to be "noise sensitive" by the State of California include: schools, hospitals, rest homes, long-term care, and mental care facilities. In addition, certain parks, depending upon their intended use, can be considered to be noise sensitive.

❑ Major future noise sources will include:

- ▶ Hemet-Ryan Airport
- ▶ Santa Fe Rail Line
- ▶ Hemet Valley Hospital Helistop
- ▶ Menlo Avenue (west of Lyon)
- ▶ Devonshire Avenue (west of Sanderson)
- ▶ Florida Avenue
- ▶ Stetson Avenue
- ▶ Warren Road

- ▶ Sanderson Avenue
- ▶ Lyon Avenue (north of Devonshire)
- ▶ State Street
- ▶ San Jacinto Street

A detailed presentation of projected noise levels is provided in Table 6-1 of the Noise Technical Background Study (EIR Appendix E).

❑ **Noise Source Controls:** Several basic techniques are available to minimize the adverse effects of noise from noise sources.

Regulatory mechanisms available to control stationary source noise include:

- ▶ City Noise Ordinances.
- ▶ The application of "conditions of approval" on new developments specifically geared to the reduction of noise generated from the property.
- ▶ Limitations on non-emergency construction activities which are adjacent to existing noise sensitive uses to daylight hours, between 7:00 a.m and 7:00 p.m.
- ▶ Land use policy and approval practices, as outlined in the General Plan.

Regulatory mechanisms available to control mobile source noise include:

- ▶ Consideration of truck route locations, effects of truck mix, posted speed limits, and future motor vehicle volumes on noise levels adjacent to master planned roadways.

Public Health and Safety

- ▶ The reduction of traffic volumes through residential neighborhoods.
- ▶ Evaluation of new highway and arterial roadway extensions for potential noise impacts on existing and future land uses.
- ▶ Evaluation of new transportation facilities locations.

If source controls are not effective, the following receptor site/structure techniques should be considered:

- ▶ Acoustic site planning which places outside activity areas away from noise sources.
- ▶ Acoustic construction techniques which implement baffles, insulation, dual pane glazing and other such sound reduction methods.
- ▶ The erection of noise barriers in the form of landscaped walls or berms.
- ▶ The inclusion of a physical separation between noise sources and sensitive receptors.

Existing Unmitigatable Noise: There exist within the General Plan study area certain activities which have the potential to create nuisance noise that cannot be adequately controlled either at the source or receptor. Operations at the Hemet-Ryan Airport can create overflight noise within some areas of the City above and beyond the community's standards for ambient noise level. The elimination of some or all of the airport's activities in an effort to reduce the nuisance noise level, however, could have a detrimental effect on economic development within the surrounding industrial area and increase the local wildland fire response time. It may be, therefore, impossible to attain an acceptable ambient noise level in certain areas of the community where overriding issues, such as safety, are concerned.

In addition, Hemet Valley Hospital maintains a helistop. Although a helicopter is not based at the hospital, the ability to receive emergency medical patients via helicopter exists, resulting in the potential for overflights. The overall volumes of flights to the hospital is not expected to be substantial, and should not create an unacceptable ambient noise environment; however, noise levels from individual flights could be significant.

Existing roadway noise in previously developed areas may also lead to situations where techniques to reduce noise impacts are limited. The erection of noise barriers along major roadways may be hampered, for example, by existing residential setbacks and the City's effort to rid the community of a "walled canyon" appearance along major streets. In these cases, noise reduction techniques may be limited to the retrofitting architectural controls mentioned above.

Strategies

- (1) Utilize the noise standards described in Table II-F-4 for design purposes in all new development and establish a program to attenuate existing noise problems to the extent feasible.
- (2) Where new development is proposed within areas where the exterior or interior noise levels outlined in Table II-F-4 are likely to be exceeded, require a detailed noise analysis to be prepared to determine appropriate mitigation, and incorporate such mitigation into the project design.
- (3) Enforce California Noise Insulation Standards which apply to new multiple-family developments within a 60 CNEL noise contour adjacent to roads, transit lines, and manufacturing areas, to ensure that the units have been designed to limit interior noise levels in habitable rooms to 45 CNEL with doors and windows closed.

- (4) When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot economically be provided, require the provision of noise barriers, noise berms, or barriers and berms in combination, in order to incorporate the following standards:
- ▶ Noise barriers must be massive enough to prevent significant noise transmission and high enough to shield the receiver from the noise source.
 - ▶ The minimum acceptable surface weight for a noise barrier shall be four (4) pounds per square foot (equivalent to 3/4" plywood).
 - ▶ The barrier must be carefully constructed so that there are no cracks or openings.
 - ▶ The barrier must interrupt the line-of-sight between the noise source and the noise receiver.
 - ▶ The effects of flanking (sound which travels around a barrier) should be minimized by bending the barrier back from the noise source at the end of the barrier.
 - ▶ Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.
- (5) When proposed projects include potentially significant noise generators, require noise analyses to be prepared by an acoustical expert, including specific recommendations for mitigation when 1) the project is located in close proximity to noise sensitive land uses or land which is planned for noise sensitive land uses, or 2) the proposed noise source could violate the noise provisions of the General Plan or City ordinance.
- (6) For purposes of consistency, require that noise reports incorporate the following methodology:
- ▶ Assume three (3) dBA attenuation with doubling of distance for the natural attenuation of noise emanating from roadways (with the exception of freeways, where a 4.5 dBA attenuation with doubling of distance may be utilized).
 - ▶ Use the design capacity of roadways as outlined in the Community Development Element and the posted speed limit to quantify the design noise levels adjacent to master planned transportation routes for mitigation purposes.
- (7) Require the provision of adequate buffers, where feasible, such that CNEL levels due to single event noise levels from motor vehicles, trains, commercial, industrial, construction, and other activities are no greater than 15 dBA above the noise objectives described in Table II-F-4.
- (8) Review and respond to any proposals involving new flight patterns, more intense operations over the City, or relocation or extension of runways at the Hemet-Ryan Airport which would create the potential for noise impacts on sensitive land uses within the City in a manner consistent with other noise policies contained herein.
- (9) Incorporate mitigation of motor vehicle noise impacts from streets and highways into new roadway designs.
- (10) Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses.

Public Health and Safety

Table II-F-4
Minimum Noise Standards

Land Use	Maximum Exterior CNEL	Maximum Interior CNEL
Rural, Single-Family, Multiple-Family Residential	65 dBA	45 dBA
Schools:		
Classrooms	65 dBA	45 dBA
Playgrounds	70 dBA	--
Libraries	--	50 dBA
Hospitals/Convalescent Facilities:		
Living Areas	--	50 dBA
Sleeping Areas	--	40 dBA
Recreation:		
Quiet, Passive Areas	65 dBA	--
Noisy, Active Areas	70 dBA	--
Commercial and Industrial	70 dBA	--
Office Areas	--	50 dBA

4. HAZARDOUS MATERIALS

Goal

- Protect lives and properties from storage, use, and transportation of hazardous materials within the General Plan study area.

Issues

- It is generally accepted that a certain amount of hazardous materials exist throughout the study area. The unauthorized storage, transportation and disposal of such materials within the community is an issue of much concern.

□ Small concentrations of household hazardous wastes are present throughout the General Plan study area. When hazardous household items become old or no longer have a value to the consumer, they are often discarded in the regular household trash. Disposal of these unidentified wastes into solid waste landfills which were designed to store only non-hazardous materials could have a serious detrimental effect to the health and safety of sanitation workers, landfill operators and ultimately, the community.

- The hauling of hazardous materials is regulated by the State and federal governments. Local agencies such as the City of Hemet are preempted from developing local regulations for the transport of hazardous materials along designated State highways and railways.

❑ In addition to hauling, safety issues related to the storage and use of hazardous materials within the City's commercial and industrial areas can be expected.

❑ In 1976, Assembly Bill 2948 (Tanner) was adopted, establishing a comprehensive approach to the planning and siting of new hazardous waste facilities. This legislation mandated that each county prepare an independent hazardous waste management plan. All cities within Riverside County must adopt a city hazardous waste management plan and enact an ordinance requiring that land use decisions be consistent with the County's plan, or incorporate the County's plan into the General Plan. The City of Hemet has adopted its hazardous waste management plan separate from the General Plan, and has enacted an implementing ordinance.

Concepts

Fair Share Concept: In accordance with the "fair share concept" as stated by the Southern California Hazardous Waste Management Authority, the City of Hemet accepts responsibility for hazardous waste management in an amount proportional to the hazardous waste generated within the City. Since the General Plan study area includes both rural and urban land uses, hazardous materials and their management can be divided into three main categories: business/industrial/medical, household, and agricultural hazardous wastes.

Business, Industrial, Medical and Agricultural Hazardous Waste: The transport, use and disposal of hazardous waste associated with business, industrial, medical and agricultural land uses is currently regulated by federal, State and County agencies. The City of Hemet has few options but to maintain compliance with all rules and regulations set up by these agencies regarding the use of hazardous materials in business and agriculture.

A detailed discussion of Riverside County's programs to manage hazardous materials and protect the public can be found in the Hazards Management Issues Section of the Existing Setting Report.

Household Hazardous Waste: One way that the City of Hemet can make a significant difference in reducing the amount of hazardous waste it generates is to investigate and implement programs designed around source reduction, public and private collection programs, and a comprehensive public education program. The following alternatives outline methods by which reduction, collection and education can be used to curb the indiscriminate discarding of hazardous household wastes.

Private Sector Source Reduction/Collection Programs: The goal of this alternative is to address household hazardous waste at the point-of-sale of the original product, rather than handle it as a disposal problem later. The City, in concert with private sector retailers, would elicit business assistance in creating and promoting practical, waste-saving alternatives to their customers. The overriding concept in this alternative is to keep these materials from entering the waste stream, thus reducing eventual public collection and disposal costs.

Retailers would be given the option of how they wish to participate, by offering customers one or a combination of the following programs:

- ▶ Substitution of environmentally sound alternatives for potential Household Hazardous Waste (HHW) products. Examples include biodegradable cleaners; substitutes for chlorinated hydrocarbon solvents, such as caustic soda based paint strippers in place of methylene chloride based ones; rechargeable batteries in place of disposable ones; etc.

Public Health and Safety

- ▶ Education as to proper disposal or treatment of potential HHW that can be done in the home. Examples of materials that would respond to this would include water based glue; photographic chemicals; cleaners; etc.
- ▶ An in-store or cooperative privately funded collection program that would be made available and promoted to customers for the purpose of recycling, or properly disposing of potential HHW materials. Examples of this would include used paint collection; privately operated motor oil collection; plastic shopping bag collection, styrofoam packing material collection; etc.

Public Collection Programs: The major goal of these alternatives is to provide convenient access to City-sponsored disposal programs which can accept a majority of household hazardous wastes.

Periodic Household Waste Roundups: The City would contract with a hazardous materials disposal vendor to conduct a HHW roundup. Some advantages of this type of program are the ease of implementation and ability to accommodate change, along with the lack of institutional barriers. Roundups are commonplace in many cities, and the permitting process necessary to conduct a roundup is very familiar to State and local agencies. The primary disadvantage with this program is that roundups generally occur once or twice a year. Such a schedule would not mitigate the day-to-day disposal needs of the study area.

Permanent Drop-off Site(s): The City would site and construct a permanent HHW collection and processing facility. The primary advantage of this alternative is its ongoing availability, unlike other programs which are only available on an infrequent basis. It could, therefore, be very effective in dealing with the HHW from the immediately surrounding community, but perhaps little better than no facility at all for residents in the more distant parts of the study area.

In terms of dealing with the hazards associated with HHW, a permanent, regularly staffed facility would have the advantage of a carefully controlled environment within which to properly handle and dispose of HHW. Residents would be shielded from inadvertent exposure, and facility personnel would be guaranteed access to emergency equipment.

The primary disadvantages come from the problems associated with siting and permitting this type of facility, i.e., implementing the program. Any site selected is likely to be opposed by the immediately surrounding businesses and residents. Furthermore, a permanent facility would not be very adaptable to change.

Mobile Collection Facility: The City would purchase and staff a mobile collection unit that would consist of a custom made trailer, equipped with an office, a laboratory, and waste packaging and storage areas. It would be moved to pre-scheduled locations, collecting and disposing of HHW for a specified period of time.

The primary advantage of this system is its flexibility. With no permanent location, the unit is free to be utilized anywhere in the City, thereby accommodating future growth. The permitting process is not expected to create any insurmountable problems, nor would local opposition to siting be expected to develop.

The primary disadvantage of this system is the high potential cost of operation.

Door-to-Door Collection: The City would create and staff a program where City residents could call and schedule a pickup of HHW. A special collection appointment system would be established, vehicles purchased, and special training given to collection personnel. Although this program rates high on effectiveness and consciousness raising, it can be prohibitively expensive.

Curbside Collection Program: This alternative would have all household hazardous waste left at the curbside to be collected along with weekly trash recyclables. The obvious advantage is convenience for residents. This alternative can be the most effective in terms of dealing with the household hazardous waste problem. However, disadvantages due to the cost could make this program infeasible.

Public Education and Information: Education of the public concerning the use and disposal of household hazardous wastes is a vital part of any of the above listed programs. The promotion of non-wasteful purchasing habits, and the use of non-hazardous substitutes for potentially hazardous products, along with programs designed to educate the public about the environmental and health problems caused by improper disposal practices, is key to a successful waste management program.

Students should be informed as early in their education as possible so they can develop proper habits in relation to the use of chemicals. Development of educational materials such as textbooks, coloring pamphlets, curriculum units, and contest/awards programs are just a few examples of early education programs the City can investigate.

Educational and public information programs designed with adults in mind might include; City and County hotlines for waste emergencies and pick-up; flyers, newspaper articles; pamphlets and brochures; and radio and television public service announcements.

Strategies

- (1) Revise the municipal code to require commercial, industrial and agricultural activities to ensure that building owners and users and farm operators comply with all federal, State, and local laws regulating the use, storage, transportation and disposal of hazardous materials and wastes.

- (2) Ensure that all businesses which use hazardous material or generate hazardous wastes meet the criteria as set forth in Table II-F-5 and the most current amendment of the California Code of Regulations Title 22.
- (3) Revise the municipal code to require that uses which treat hazardous wastes generated offsite, as well as uses which may pose a significant risk to public health, safety, and welfare by receiving, utilizing, storing, transporting, or disposing of hazardous waste and materials, are located in areas which are planned and zoned for industrial use, have access to sewer, and are located at least 2,000 feet from the nearest area planned for residential use.
- (4) Investigate and implement a Household Hazardous Waste Source Reduction and Collection strategy based on one or more of the alternatives described in the Public Health and Safety Goals, Concepts, and Strategies Section of the General Plan.

Table II-F-5
Hazardous Waste Management Guidelines

HAZARDOUS WASTE MANAGEMENT REQUIREMENTS

Permits

Obtain a hazardous waste generator permit from the County Department of Health Services (DHS).

Obtain an Environmental Protection Agency (EPA) Identification Number.

Obtain a Treatment, Storage, and Disposal Permit from the State of California Department of Health Services if hazardous wastes are stored onsite for longer than 90 days.

Storage

Store hazardous materials in compliance with the guidelines in the Riverside County DHS Hazardous Materials and Waste Management Handbook.

Transportation

When transporting hazardous waste or offering hazardous waste for transport, treatment, or disposal, prepare a manifest using the Uniform Hazardous Waste Manifest specified by the California Department of Health Services.

HAZARDOUS MATERIALS BUSINESS PLAN

Applicability

Prior to obtaining a business license, the following types of tenants submit a Hazardous Materials Business Plan, including a Hazardous Waste Contingency Plan to the Riverside County DHS:

- ▶ Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities exceeding 55 gallons, or 500 pounds of a hazardous material, or 200 cubic feet of a compressed gas at any time in the course of a year.
- ▶ All hazardous waste generators, unless the business generates less than five (5) gallons or 50 pounds per month of hazardous waste.
- ▶ Any business that handles, stores, or uses Category I or II pesticides, as defined by FIFRA, regardless of amount.
- ▶ Any business that handles substances on the Governor's List of Carcinogens or Reproductive Toxicants pursuant to Proposition 65.
- ▶ Any business that handles Class A, B, or C explosives.
- ▶ Any business which handles extremely hazardous substances in quantities exceeding the Threshold Planning Quantity.

Contents of Plan

Each business plan shall be site specific and contain all information required by the DHS. The Hazardous Materials Business Plan should also include a complete inventory of hazardous materials located onsite (including the waste category of every hazardous material handled). Chemical inventory forms are available from the DHS, and must be updated annually. Copies of the complete business plan and chemical inventory must be maintained at the local police and fire departments, the local hospital, and the DHS.

A hazardous waste contingency plan shall be included to minimize releases of hazardous materials to air, soil, or surface water. The plan shall be carried out immediately whenever a fire, explosion or unplanned release occurs.

**Table II-F-5
Hazardous Waste Management Guidelines**

The Plan, in addition to DHS requirements, shall provide for the use of the best available technology within the production process. The plan shall also outline proposed methods for source reduction, treatment, handling, transportation, and disposal of hazardous materials and wastes, including emergency response and employee training procedures. A copy of the approved business plan submitted to the Riverside County DHS shall be provided to the City of Hemet Community Development Department.

As part of the Hazardous Materials Business Plan, a truck routing plan shall be submitted to the City for review and approval. The truck routing plan shall include the routes and hours of transport to be used for all hazardous materials and wastes.

Prior to issuance of a business license, individual businesses, with the exception of office uses and home occupations, shall provide the Fire Department with an inventory all hazardous materials used at the site, a description of where and how each is stored, and how each reacts in a fire. This inventory shall be updated quarterly.

Placards or other appropriate signs shall be maintained in businesses at locations approved by the Fire Department indicating the storage location and potential emergency nature of hazardous materials.

Exemptions

Businesses exempt from having to submit a Hazardous Materials Business Plan include:

- ▶ Business that handle less than 55 gallons, or less than 500 pounds of a hazardous material, or less than 200 cubic feet of a compressed gas as a maximum amount at any one time in the course of a year.
- ▶ Business that store hazardous materials contained solely in a consumer product direct for distribution to and use by the general public.

Source: Riverside County Hazardous Waste Management Plan

- (5) Require history of soil use in preliminary EIR and require that "possible hazard standards" be developed which would mandate the pre-approval of a soil survey to determine hazardous materials in soil.
- (6) Revise the zoning ordinance to require commercial and industrial building owners and tenants comply with all federal, State, and local laws regulating hazardous materials and wastes.

Public Health and Safety

5. FIRE

Goal

- ❑ Protect lives, properties and the natural environment from the potentially disastrous effects of wildland fires.

Issues

- ❑ The hillside areas which surround the City of Hemet constitute a significant wildfire threat. Immediate emergency response to such potential hazards is critical to ensure the protection of residents within the General Plan study area.
- ❑ According to the City's Emergency Operations Plan, a fire occurring in or near the City of Hemet could cause serious property damage and possible loss of life.
- ❑ In particular, the area in the northwest portion of the City around Sanderson Avenue between Devonshire Avenue and Eaton Road; Reinhardt Canyon and areas to the north of the City; and unincorporated areas within the southern portion of the study area constitute a potential wildland fire threat to the community.
- ❑ The City of Hemet is extremely fortunate to have a California Department of Forestry facility stationed at the Hemet-Ryan Airport in the western portion of the study area. Although this facility does not completely relieve the City's wildland fire responsibility, it does provide a higher degree of response to local and hillside incidents.
- ❑ Fire prevention and protection services within the City of Hemet are provided by the Hemet Fire Department. The Department presently operates from two stations. All fire fighters in the Hemet Fire Department are paid professionals; volunteer firemen are not utilized.

- ▶ Station No. 1 is located at the Civic Center on Juanita Street.
- ▶ Station No. 2 is located at 895 West Stetson Avenue.

- ❑ Although detailed statistics regarding fire service demands in senior-oriented neighborhoods as compared to calls within non-senior neighborhoods are not available, existing evidence indicates that demands imposed by Hemet's senior population may be considerable.

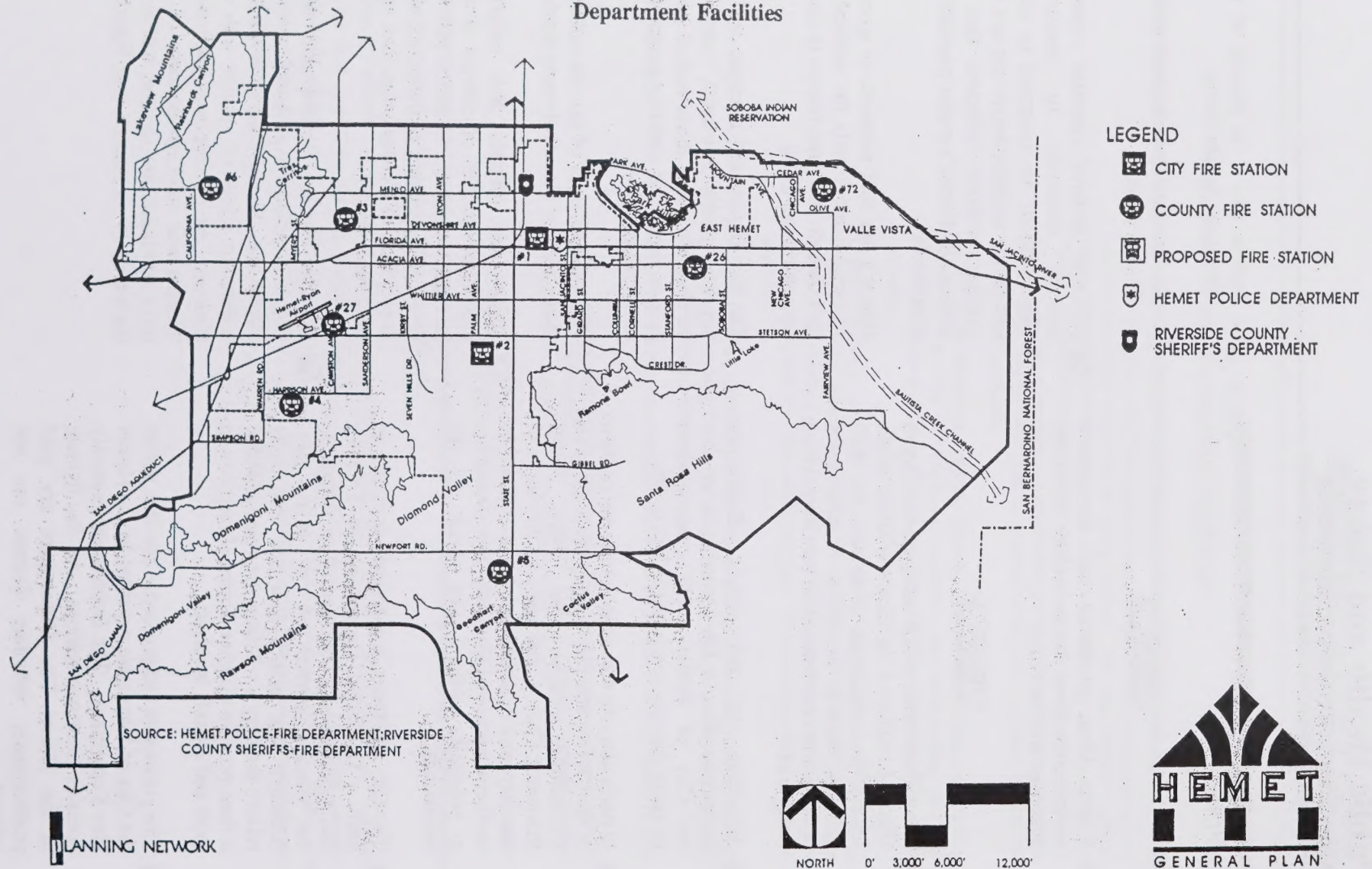
Hemet's fire staff responds to approximately 28 percent more calls for medical aid each year than do fire departments in similar sized non-retirement cities.

The Fire Department averages one call every day for "public assistance," including such services as aiding those locked out of their cars or homes, or assisting people in and out of wheelchairs.

The heaviest areas of service calls are Sierra Dawn and the Florida Avenue corridor.

- ❑ Hemet fire officials also report that a significant amount of service is demanded through mutual aid contract with Riverside County. In general, more mutual aid service is provided to County areas than is received from the County.
- ❑ Because existing development within the Hemet City limits is generally concentrated in a small area, the City has been able to provide acceptable levels of service with only two stations. As development expands into the western and southern portions of the City, three additional fire stations will be required for a total of six stations (see Figure II-F-6).

Figure II-F-6
Fire and Police
Department Facilities



Public Health and Safety

- ❑ Fire officials have indicated that it has been increasingly difficult to provide adequate fire service in the Cawston/Devonshire area, thus necessitating the construction of Station No. 3. Costs for construction of Station No. 3 are therefore being proportioned between existing development and new development which will occur within the Station No. 3 service area.

- ❑ The cost of constructing Station Nos. 4, 5, and 6 has been found to be 100 percent related to new development. Therefore, costs associated with constructing and equipping those stations, as well as costs for training additional fire fighters, are to be borne by new development.

- ❑ Fire protection and suppression services within the unincorporated portions of the General Plan study area are provided by the Riverside County Fire Department, which is operated as a joint agency between the County and the California Department of Forestry. Five stations serve the unincorporated portions of the study area.

The San Jacinto Fire Station No. 25 is located on south San Jacinto Street in the City of San Jacinto. During fire season, May to December, this station is fully staffed by professional fire fighters. The balance of the year, it is operated by volunteer staff.

The Little Lake Station No. 26 is located at 25054 Stanford Street, Hemet. This station is partially staffed by professional fire fighters who are assisted by volunteers.

The Ryan Field Fire Station No. 27 is located along Stetson and the Hemet-Ryan Airport. This station is also partially staffed by professional fire fighters who are assisted by volunteers.

The Sage Fire Station No. 28 is located at 37381 Sage Road, Hemet. This station is a California Department of Forestry station only. During fire season, May to December, this station is fully staffed by professional fire fighters.

The Valle Vista Station No. 72 is located at 25715 Fairview Avenue, Hemet. This station is partially staffed by professional fire fighters who are assisted by volunteers.

Concepts

- ❑ The primary concept for the provision of fire protection services is an emphasis not only on fire suppression, but also on fire prevention. Thus, in addition to requiring that new development pay its fair share of expanding fire facilities, acquiring new equipment, and training new personnel, new development will be required to be designed in such a manner as to reduce the potential for and the severity of fires.

- ❑ Although a majority of the area within the boundaries of the City of Hemet is removed from the direct threat of hostile wildland fires, the surrounding County hillside areas can be extremely hazardous. The possible secondary impacts to the City from hostile wildland fires in these hillside areas include fires created from airborne ash, allocation of urban fire services to outlying urban fringe areas, and potential blockage of transportation and emergency evacuation routes.

- ❑ The Riverside County Fire Department maintains maps identifying high fire hazard areas. These maps will also be used by the City of Hemet to ensure fire safety within hillside areas.

Additional information regarding evacuation routes can be found in the Emergency Services and Facilities portion of this Element. Information regarding roadway widths can be found in the Transportation Element. Information regarding water supply and facilities can be found in the Water Resources portion of the Resource Management Element and the Water Facilities portion of the Public Services and Facilities Element.

Strategies

- (1) Maintain mutual aid agreements and communication links with County, State, and federal agencies, and other municipalities participating in emergency operations planning.
- (2) Work with Riverside County in the evaluation and establishment of a fire buffer program along heavily traveled roadways which includes the following:
 - ▶ Roadside weed abatement.
 - ▶ Removal of combustible materials from roadside vegetation.
 - ▶ Identification and implementation of programs to prevent fuel build-up along roadways.
- (3) Periodically update fire protection requirements for new construction in the urban fringe growth areas around and just outside the City to reduce potential fire hazards during construction.
- (4) Continue local efforts and support County, State, and federal fire education programs which serve to instruct elementary and secondary students about wildland fire hazards and prevention.
- (5) Maintain adequate and appropriate fire emergency vehicles to respond to fires and other natural and man-made disasters and emergencies.
- (6) Maintain a Fire Department Master Plan that will be assessed on an annual basis and completely revised every ten years.
- (7) Conduct an annual assessment of fire prevention and suppression services, evaluating adequacy of facilities and equipment serving the City; the status and adequacy of mutual aid agreements; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth, level of service, and incident rates.
- (8) Establish fire prevention education programs and monitor their effectiveness. Work to identify sources of outside funding for such programs.
- (9) Involve fire suppression personnel in the development review process for new development proposals through participation in a Development Review Committee and by referring development requests to the Fire Department for review and comment.
- (10) Review existing ordinances to determine the appropriateness of revisions to require the use of fire resistant roofs in all residential developments.
- (11) Review the adequacy of ordinances requiring fire sprinklers, and investigate the feasibility of requiring fire sprinklers in residential structures where the fire suppression service levels in the Public Services and Facilities Element cannot be met.

Public Health and Safety

6. CRIME PREVENTION AND LAW ENFORCEMENT

Goal

- Minimize the risk of crime and provide residents and businesses with a secure environment.

Issues

- Crime prevention and law enforcement services within the City of Hemet are provided by the City Police Department.

Police service costs are presently the second largest single expenditure by the City of Hemet, consuming 17.6 cents of each dollar expended by the City.

The City has 46 sworn officers in its budget, for a ratio of approximately 1.29 officers per 1,000 population.

Response times average five minutes for routine calls and 2.5 minutes for emergency calls.

- Hemet's unique demographic makeup results in slight increases in the number of calls for police service by Hemet's senior residents; however, more importantly, the high proportion of seniors in Hemet alters the mix in the type of calls.

Hemet Police are asked to perform more "community service" duties such as finding lost cars in parking lots, lighting stoves in homes, and responding to traffic accidents, including many on private property, than are police in other cities of similar size.

The City's age composition generates high demands on traffic control activities; an estimated two-thirds of all collisions involve elderly persons, while this group accounts for only about 51 percent of the area's drivers.

- Although quantified data is not available, Hemet Police report that a significant amount of service is demanded through mutual aid contract with Riverside County. In general, more aid is provided by the City to County areas through this contract than vice versa.

- The Hemet Police Department operates out of a 7,500 square foot facility at the southwest corner of Latham Avenue and Juanita Street in the Civic Center. The present facility is overcrowded; with new development projected to occur, the situation will become worse.

The City has prepared plans for a new police facility to house operations, a Class III jail, and a modern dispatch center. The facility would also serve as the City's emergency operations center during disaster situations.

The new facility will be constructed on City-owned property at Devonshire Avenue and Juanita Street, adjacent to the present facility.

The expansion of the existing police facility is required, in part, due to existing space needs, as well as to accommodate future growth within the department. Thus, while the majority of expansion costs will be borne by new development, existing residents will need to bear a portion of the costs for police facility expansion.

In addition to the main police facility, other significant costs to be paid by new development include the installation of one additional console in the Police Department's communications dispatch center to serve the expected increase in emergency calls generated by new development. Also included in costs to be paid by new development is the training of new sworn police personnel to be added to the department to serve new development.

Public Health and Safety

- ❑ Crime prevention and law enforcement within unincorporated areas is the responsibility of the Riverside County Sheriff's Department.

The Sheriff's Department maintains a station in Hemet, staffed by 47 deputy sheriffs and 12 support personnel.

The Hemet Sheriff's station serves a population of approximately 60,000 in Hemet and the unincorporated communities of Hemet, San Jacinto, Valle Vista, Lakeview, Nuevo, Homeland, Green Acres, Winchester, Sage, Aguanga, Anza, Garner Valley, Mountain Center, Idyllwild, and Pine Cove.

The officer to population ratio for the Sheriff's Department service for Hemet and surrounding communities is 0.78. Including reserves, the ratio of sworn officers to population is 1.12.

- ❑ Within the Hemet area, burglary is the most commonly committed crime. Since burglary is generally a crime of opportunity rather than premeditated, design strategies can be implemented to discourage and reduce the occurrence of burglaries.

Concepts

- ❑ The primary concept for the provision of law enforcement services is an emphasis not only on law enforcement, but also on crime prevention. Thus, in addition to requiring that new development pay its fair share of expanding police facilities, acquiring new equipment, and training new personnel, new development will be required to be designed in such a manner as to reduce crimes of opportunity and to increase the surveillance ability of neighbors and the police.

Strategies

- (1) Conduct an annual assessment of crime prevention and law enforcement services, evaluating adequacy of facilities and equipment serving the City; the status and adequacy of mutual aid agreements; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth, level of service, and incident rates.
- (2) Explore the availability of State and federal grants to offset any required additions in law enforcement staffing and/or equipment.
- (3) Require new development to provide onsite security during construction, commensurate with the scale of the development and level of risk, as a means to reduce the need for police protection.
- (4) Involve Police Department personnel in the development review process for all new development proposals through participation in a Development Review Committee and by referring development requests to the Police Department for review and comment.
- (5) Promote the establishment of neighborhood and business watch programs to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity.

7. EMERGENCY SERVICES AND FACILITIES

Goal

- ❑ Maintain participative and cooperative programs with regional emergency agencies and private relief organizations.

Public Health and Safety

Issues

- ❑ Hemet Valley Medical Center and the Hemet Valley Ambulance Service appear to be meeting the current daily needs of the community. The shift in demographics caused by an increasing number of young families moving to the area will put pressure on future emergency services within the study area to provide a greater proportion of family services (e.g., maternity and pediatrics.)
- ❑ With a general increase in population, the potential for accidents requiring specialized medical care will increase proportionately. With the nearest trauma center at least 30 to 40 minutes away, issues regarding the improvement of existing medical facilities must be addressed.
- ❑ The City of Hemet's disaster preparedness capability depends strongly on the City's Multihazard Function Plan. Groups who participate in the plan will depend on the City's ability to anticipate emergency issues within the planning area and to cooperate with other local, State and federal agencies in the event of a major disaster.
- ❑ Although numerous streets may provide a means of evacuation out of the City, routes out of the valley area are limited to one north-south route (State Street), and one east-west route (Florida Avenue).

Concepts

- ❑ In order that City services can respond to all emergencies, it is necessary to develop methods which, in the event of a major catastrophe, will put in motion the specific essential personnel and services which can deal with any eventuality. The following concepts describe the necessary steps (some of which are already in place but are described here for informational purposes) which the City of Hemet has chosen to take in order that the safety of its citizens will be preserved.

- ❑ **Emergency Operations Plan:** This plan details the City of Hemet's response to emergency situations associated with natural disaster, technological incidents, and nuclear defense operations. The plan also describes efforts which maintain a certain level of preparedness through implementation of emergency planning; training of full-time, auxiliary and reserve emergency personnel; public awareness and education programs; and mitigation measures which can reduce losses from disasters, including the development and enforcement of land use, design and building regulations. The plan is broken down into three basic components:

Part One includes the basic plan, and provides overall organizational and operational concepts for responding to various types of identified hazards that may impact the City of Hemet.

Part Two includes functional Annexes which describe the emergency response organization. Each Annex is supported by Appendices in the Plan that provide Emergency Action Checklists for specific hazard responses.

Part Three contains operational data such as a listing of resources, key personnel, essential facilities (lodging, feeding, fallout shelters, etc.), along with contacts and other data needed for conducting emergency operations.

- ❑ In the event of a major catastrophe within the City, the Emergency Operations Plan answers questions regarding what emergency agency, group or organization should be activated. Since all major emergency facilities within the City and outlying areas are active in the development of the plan, time spent on critical decisions during an emergency is reduced significantly and more time can be spent on reducing losses.

Public Health and Safety

❑ **Mutual Aid Agreements.** Another important concept used in emergency preparedness programs is the development of agreements with State and surrounding local jurisdictions which foster cooperation of emergency services in the event of a major disaster. In the early 1950s, the California Disaster and Civil Defense Master Mutual Aid Agreement was adopted by all counties and incorporated cities within the State of California. This agreement created a formal structure from which cities and counties could coordinate emergency response services with State agencies when it is determined that local resources are inadequate to cope with a given situation.

❑ In addition to State mutual aid agreements, the City must coordinate with County emergency response agencies. The City of Hemet's Emergency Operations Plan details the responsibility and agreements reached with the Riverside County Fire Department, and other regional agencies which either play a direct or supportive role in disaster management programs.

Strategies

(1) Conduct an annual assessment of the status of the City's Multihazard Functional Plan, including preparation of necessary revisions which include, but are not limited to the following, to ensure that the plan is kept up to date:

- ▶ Ensure that local disaster preparedness agencies, including, but not limited to Hemet Hospital, fire, police, American Red Cross, and Vescom, coordinate efforts by having an opportunity to participate in disaster planning activities.
- ▶ Locate alternative evacuation centers which are unencumbered by disaster hazards.
- ▶ Incorporate wind pattern studies into planned evacuation routes.

- (2) Maintain an effective and properly staffed, trained, and equipped communications unit for receiving emergency calls, providing initial response, providing key support to major incidents, and meeting the demands of automatic and mutual aid programs as well as major incident and disaster operations, and maintaining emergency incident statistical data.
- (3) Continue to support mutual aid agreements with participating jurisdictions, and monitor new opportunities for joint-powers agreements, new facilities, and/or operations which will improve regional capabilities to respond to disaster situations.
- (4) Promote disaster preparedness public information programs which give details on what the public should expect and how they should respond in the event of a major disaster.

8. AIRPORT LAND USE COMPATIBILITY

Goal

- ❑ Protect lives and property from airport related uses and hazards.

Issues

- ❑ A longstanding use within the community, the Hemet-Ryan Airport represents the largest industrial use (in sheer land area) within the General Plan study area. It can also be one of the most hazardous of uses. For this reason, Riverside County and its Airport Land Use Commission, as well as the City of Hemet, have cooperated in the past to establish policies which would lead to compatible land uses in and around the airport facility.

Public Health and Safety

The County, as the airport operator, has adopted a master plan for development of the facility. The County Airport Land Use Commission, pursuant to the provisions of State law, has adopted an airport land use plan. Finally, the City of Hemet has jointly adopted a position paper along with Riverside County and the Riverside County Airport Land Use Commission. The position paper outlines these agencies' intentions regarding land use in the airport area. As part of the General Plan Program, new issues regarding the development of land adjacent to the Hemet-Ryan Airport Facility were discussed.

- ❑ The Hemet-Ryan Airport covers 428 acres in an area of County-owned land, nearly surrounded by Hemet City limits. It has attracted commercial activity along its access roads, and several housing developments are located near the airport.

- ❑ The Riverside County Airport Land Use Commission has identified the following four areas (see Figure II-F-7) of potential risk associated with airport operations:

- ▶ Area I: Area of Extreme Risk
- ▶ Area II: Area of High Risk
- ▶ Transition area
- ▶ Area III: Area of Moderate Risk

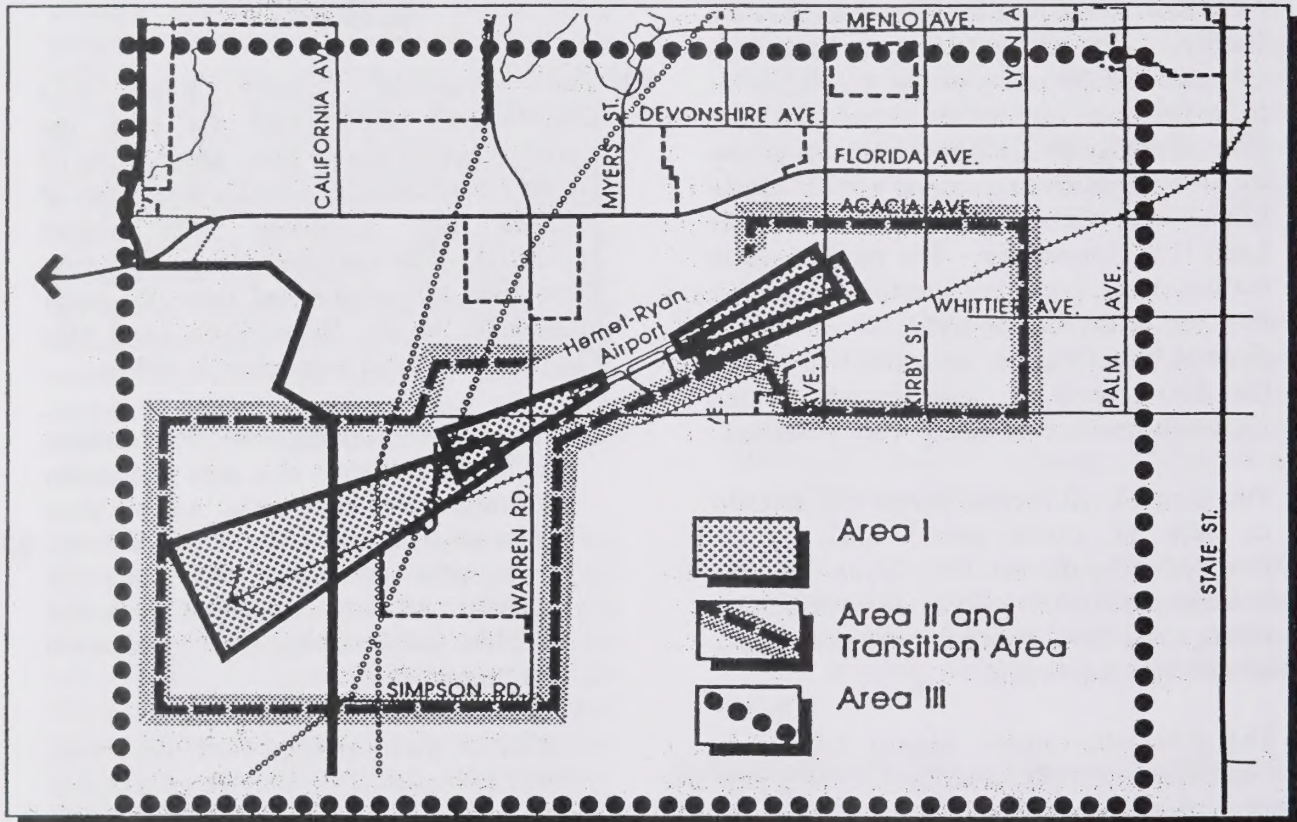
Additional information regarding airport related hazards can be found in the Community Development Issues Section of the Existing Setting Report.

Concepts

- ❑ The Riverside County Land Use Commission's airport land use plan, the County's airport master plan, and the City of Hemet's position paper identify three areas of potential risk associated with airport operations. The restrictions associated with these areas are summarized here (for more detail refer to the Hemet-Ryan Land Use Plan, Draft updated September 5, 1989):

- ▶ **Area I: Area of Extreme Risk** defines the highest relative risk area due to the convergence of flight paths, and a higher noise level due to low altitude aircraft. Uses such as storage of hazardous materials, and institutional and residential facilities (subject to discretionary reviews) are prohibited.
- ▶ **Area II: Area of High Risk** defines an area with safety risks that are present, but not as severe. Low-density dwelling units are permitted (2 and 1/2 acres minimum per dwelling unit), as well as industrial and agricultural uses. Commercial land use within this zone is subject to discretionary review.
- ▶ **A Transition Area** is designated between Areas II and III, with residential use restricted to no more than 20 units per acre and possibly less, depending on discretionary review. If 50 percent or more of a project site is located within this transition area, the entire project will be considered part of the Transition Area.
- ▶ **Area III: Area of Moderate Risk** permits a wide range of uses, but retains discretionary authority over institutional and school uses as well as storage of hazardous materials.

Figure II-F-7
Airport Hazard Zones



According to the Hemet-Ryan Land Use Plan, these areas were developed to "identify potential risks and noise associated with aircraft and airport operations as that risk and noise relates to existing and future land uses within the horizontal surface or area of influence of the airport." The intent behind these designations is to provide a basis from which the City of Hemet, County of Riverside, and the Riverside County Airport Land Use Commission can make appropriate land use decisions in and around the Hemet-Ryan Airport facility.

The Hemet General Plan Land Use Map identifies future land use types which, when developed around the Hemet-Ryan Airport, will be compatible with the established County Airport Land Use Plan policy. Table II-F-6 illustrates how the land uses described in the General Plan Community

Development Element should be modified to be in conformance with both County and City of Hemet guidelines for development within the Hemet-Ryan Airport influence areas. Projects which have been previously approved by the City of Hemet prior to the establishment of the County's airport land use plan are considered preexisting, and as such, may be inconsistent with the County policy.

Strategies

- (1) Limit the intensity of development within the safety zones identified on the proposed land use map contained in the Community Development Element.

Residential: one dwelling unit per two and one-half acres (0.4 du/ac) in areas I and II.

Public Health and Safety

Non-Residential Uses in Structures: no more than 25 persons per acre at any one time and no more than 150 people in any one building.

Non-Residential Uses not in Structures: no more than 50 persons per acre at any one time.

- (2) Require noise barriers such as walls, heavy landscaping including trees and large buffers, insulation, berms, building design/orientation, buffer yards, staggered operating hours, and other techniques for areas adjacent to the airport and at the source.
- (3) Require construction technologies that are designed to reduce interior noise in airport adjacent uses to the standards described in Table II-F-4.
- (4) Require aviation easements to be filed for all land uses in Areas I, II, and III as part of the development review process.
- (5) Ensure that the new projects within the Hemet-Ryan Airport Influence Area is compatible with both the General Plan and adopted Riverside County Airport Land Use Commission policies.
- (6) Where the City of Hemet makes a clear decision not to follow the recommendations of the Riverside County Airport Land Use Commission, ensure that the findings required by State law are made.

9. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. GEOLOGY AND SEISMICITY				
(1) Require all new developments to comply with the most recent Uniform Building Code seismic design standards and other supplemental design criteria as is necessary to insure that: ▶ all critical and emergency land use structures are designed to withstand sufficient "g" force to remain functional; ▶ structural collapse of all buildings within the study area after the occurrence of an earthquake of maximum credible magnitude (as defined in Table II-F-1) is mitigated; and ▶ the guidelines described in Table II-F-3 are met.	Ongoing	Existing Program	Building and Safety Department	Department Budget, Development Review Fees
(2) Require as a part of development review that reports are prepared pursuant to State law within the Alquist-Priolo Special Study Zones.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(3) Implement a program for upgrading seismically hazardous (unreinforced masonry) buildings within the City of Hemet pursuant to the provisions of SB 547.	Implement ordinance 6 months post General Plan adoption	Existing Program	Building and Safety Department	Department Budget
(4) Revise the zoning ordinance to require that all development within Alquist-Priolo Special Studies Zones be subject to discretionary review.	Implement ordinance 6 months post General Plan adoption	New Program	Building and Safety Department, Community Development	Department Budget, Development Review Fees
(5) Review building and zoning codes to incorporate specific standards for siting, seismic design, and review of critical, sensitive, and high occupancy structures.	Ongoing	Existing Program	City Manager's Office, Emergency Services, Building and Safety Department, Community Development	Department Budget
(6) Along with Riverside County, the State of California, and other appropriate agencies undertake a review of existing critical and emergency structures for any significant siting, design, or construction problems that would make them vulnerable in the event of an earthquake. Incorporate findings of the above review into emergency operations plans, and address long-term programs for associated facility upgrading or relocation.	Ongoing	Existing Program	City Manager's Office, Emergency Services, Building and Safety Department, Community Development	Department Budget

Public Health and Safety

Strategy Summary	Timing	Status	Responsible Agency	Funding
(7) Facilitate and encourage the efforts of the State and local entities responsible for the regular maintenance of the San Diego Aqueduct and San Diego Canal to reduce the risk of seismic failure.	Ongoing	Existing Program	Public Works Department	Department Budget
(8) Direct the Building and Safety Department to continually monitor new building materials used for earthquake stability and fire resistance and incorporate such materials into plan check comments when applicable.	Ongoing	Existing Program	Building and Safety Department, Emergency Services, Fire Department	Department Budget
(9) Require development within slope areas which potentially have soils or underlying formations that might produce severe building constraints to have engineering studies performed in order to determine an appropriate structural design and incorporate such designs into the project.	Ongoing	Existing Program	Public Works Department, Community Development, Building and Safety Department	Department Budget, Development Review Fees
2. FLOODING				
(1) In cooperation with the Riverside County Flood Control and Water Conservation District, update and implement the Hemet Master Flood Control and Drainage Plan, where necessary, where necessary.	3 months post General Plan adoption, then ongoing	New Program	Public Works Department	Department Budget
(2) Ensure that no structure designed for human occupancy is constructed within the 100-year flood plain without being raised, at a minimum, one foot above the flood plain, and provided with an all-weather access.	Ongoing	Existing Program	Public Works Department, Building and Safety Department	Department Budget, Development Review Fees
(3) Retain undeveloped or vacant land within 100-year flood plains as low density rural uses or open space where plans for construction of flood control facilities are absent.	Ongoing	Existing Program	Community Development	Department Budget
(4) Require, as a prerequisite to development approval, that drainage studies be completed to identify the facilities which are required to adequately protect downstream properties.	Ongoing	Existing Program	Building and Safety Department, Community Development	Department Budget, Development Review Fees
(5) Encourage the use of pervious paving materials in hardscape areas, swale designs in landscape, and grassy areas which are able to slow runoff and maximize recharge of the groundwater table.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(6) Ensure that major creeks, channels, and basins are kept clear of obstruction, and are regularly maintained.	Ongoing	Existing Program	Public Works Department, Riverside County Flood Control Department	Department Budget, Flood Control Fees

9. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. GEOLOGY AND SEISMICITY				
(1) Require all new developments to comply with the most recent Uniform Building Code seismic design standards and other supplemental design criteria as is necessary to insure that: ▶ all critical and emergency land use structures are designed to withstand sufficient "g" force to remain functional; ▶ structural collapse of all buildings within the study area after the occurrence of an earthquake of maximum credible magnitude (as defined in Table II-F-1) is mitigated; and ▶ the guidelines described in Table II-F-3 are met.	Ongoing	Existing Program	Building and Safety Department	Department Budget, Development Review Fees
(2) Require as a part of development review that reports are prepared pursuant to State law within the Alquist-Priolo Special Study Zones.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(3) Implement a program for upgrading seismically hazardous (unreinforced masonry) buildings within the City of Hemet pursuant to the provisions of SB 547.	Implement ordinance 6 months post General Plan adoption	Existing Program	Building and Safety Department	Department Budget
(4) Revise the zoning ordinance to require that all development within Alquist-Priolo Special Studies Zones be subject to discretionary review.	Implement ordinance 6 months post General Plan adoption	New Program	Building and Safety Department, Community Development	Department Budget, Development Review Fees
(5) Review building and zoning codes to incorporate specific standards for siting, seismic design, and review of critical, sensitive, and high occupancy structures.	Ongoing	Existing Program	City Manager's Office, Emergency Services, Building and Safety Department, Community Development	Department Budget
(6) Along with Riverside County, the State of California, and other appropriate agencies undertake a review of existing critical and emergency structures for any significant siting, design, or construction problems that would make them vulnerable in the event of an earthquake. Incorporate findings of the above review into emergency operations plans, and address long-term programs for associated facility upgrading or relocation.	Ongoing	Existing Program	City Manager's Office, Emergency Services, Building and Safety Department, Community Development	Department Budget

Public Health and Safety

Strategy Summary	Timing	Status	Responsible Agency	Funding
(7) Facilitate and encourage the efforts of the State and local entities responsible for the regular maintenance of the San Diego Aqueduct and San Diego Canal to reduce the risk of seismic failure.	Ongoing	Existing Program	Public Works Department	Department Budget
(8) Direct the Building and Safety Department to continually monitor new building materials used for earthquake stability and fire resistance and incorporate such materials into plan check comments when applicable.	Ongoing	Existing Program	Building and Safety Department, Emergency Services, Fire Department	Department Budget
(9) Require development within slope areas which potentially have soils or underlying formations that might produce severe building constraints to have engineering studies performed in order to determine an appropriate structural design and incorporate such designs into the project.	Ongoing	Existing Program	Public Works Department, Community Development, Building and Safety Department	Department Budget, Development Review Fees
2. FLOODING				
(1) In cooperation with the Riverside County Flood Control and Water Conservation District, update and implement the Hemet Master Flood Control and Drainage Plan, where necessary where necessary.	3 months post General Plan adoption, then ongoing	New Program	Public Works Department	Department Budget
(2) Ensure that no structure designed for human occupancy is constructed within the 100-year flood plain without being raised, at a minimum, one foot above the flood plain, and provided with an all-weather access.	Ongoing	Existing Program	Public Works Department, Building and Safety Department	Department Budget, Development Review Fees
(3) Retain undeveloped or vacant land within 100-year flood plains as low density rural uses or open space where plans for construction of flood control facilities are absent.	Ongoing	Existing Program	Community Development	Department Budget
(4) Require, as a prerequisite to development approval, that drainage studies be completed to identify the facilities which are required to adequately protect downstream properties.	Ongoing	Existing Program	Building and Safety Department, Community Development	Department Budget, Development Review Fees
(5) Encourage the use of pervious paving materials in hardscape areas, swale designs in landscape, and grassy areas which are able to slow runoff and maximize recharge of the groundwater table.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(6) Ensure that major creeks, channels, and basins are kept clear of obstruction, and are regularly maintained.	Ongoing	Existing Program	Public Works Department, Riverside County Flood Control Department	Department Budget, Flood Control Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(7) As a condition of approval for new development, require that necessary improvements be made to ensure that the drainage performance standard outlined in the Public Services and Facilities Element is not exceeded.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(8) Require that the facilities required in the above strategy be in place and operational prior to the issuance of certificates of occupancy.	Ongoing	New Program	Community Development, Public Works Department, Building and Safety Department	Department Budget, Development Review Fees
(9) Conduct an annual assessment of drainage facilities, evaluating their adequacy and program needs, and identifying five year facility needs based on the anticipated level and location of growth.	Annually	Existing Program (expanded)	Public Works Department	Department Budget
(10) Designate and protect such lands as are necessary for flood control and drainage facilities, and include programs for acquisition of these lands in the City Capital Improvement Program.	Ongoing	New Program	Community Development, Public Works Department	Department Budget
(11) Take advantage of existing and proposed flood control and drainage ways for use as: ▶ joint use recreation facilities; ▶ water recharge areas; ▶ natural study and wildlife preserves; ▶ pedestrian and bicycle corridors; ▶ development transition areas; and ▶ combined with other utility rights-of-way.	Ongoing	New Program	Community Development, Public Works Department, Local Utility Providers	Department Budget
3. NOISE				
(1) Utilize the noise standards described in Table II-F-4 for design purposes in all new development and establish a program to attenuate existing noise problems to the extent feasible.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(2) Where new development is proposed within areas where the exterior or interior noise levels outlined in Table II-F-4 are likely to be exceeded, require a detailed noise analysis to be prepared to determine appropriate mitigation, and incorporate such mitigation into the project design.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Public Health and Safety

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Enforce California Noise Insulation Standards which apply to new multiple-family developments within a 60 CNEL noise contour adjacent to roads, transit lines, and manufacturing areas, to ensure that the units have been designed to limit interior noise levels in habitable rooms to 45 CNEL with doors and windows closed.	Ongoing	Existing Program	Building and Safety Department	Department Budget, Development Review Fees
(4) When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot economically be provided, require the provision of noise barriers, noise berms, or barriers and berms in combination, in order to incorporate the following standards: ▶ Noise barriers must be massive enough to prevent significant noise transmission and high enough to shield the receiver from the noise source. ▶ The minimum acceptable surface weight for a noise barrier shall be four (4) pounds per square foot (equivalent to 3/4" plywood). ▶ The barrier must be carefully constructed so that there are no cracks or openings. ▶ The barrier must interrupt the line-of-sight between the noise source and the noise receiver. ▶ The effects of flanking (sound which travels around a barrier) should be minimized by bending the barrier back from the noise source at the end of the barrier. ▶ Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees
(5) When proposed projects include potentially significant noise generators, require noise analyses to be prepared by an acoustical expert, including specific recommendations for mitigation when 1) the project is located in close proximity to noise sensitive land uses or land which is planned for noise sensitive land uses, or 2) the proposed noise source could violate the noise provisions of the General Plan or City ordinance.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(6) For purposes of consistency, require that noise reports incorporate the following methodology: - Assume three (3) dBA attenuation with doubling of distance for the natural attenuation of noise emanating from roadways (with the exception of freeways, where a 4.5 dBA attenuation with doubling of distance may be utilized). - Use the design capacity of roadways as outlined in the Community Development Element and the posted speed limit to quantify the design noise levels adjacent to master planned transportation routes for mitigation purposes.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(7) Require the provision of adequate buffers, where feasible, such that CNEL levels due to single event noise levels from motor vehicles, trains, commercial, industrial, construction, and other activities are no greater than 15 dBA above the noise objectives described in Table II-F-4.	Ongoing	Existing Program	Community Development, Police Department	Department Budget
(8) Review and respond to any proposals involving new flight patterns, more intense operations over the City, or relocation or extension of runways at the Hemet-Ryan Airport which would create the potential for noise impacts on sensitive land uses within the City in a manner consistent with other noise policies contained herein.	Ongoing	Existing Program	Community Development	Department Budget
(9) Incorporate mitigation of motor vehicle noise impacts from streets and highways into new roadway designs.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(10) Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses.	Ongoing	Existing Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees
4. HAZARDOUS MATERIAL				
(1) Revise the municipal code to require commercial, industrial and agricultural activities to ensure that building owners and users and farm operators comply with all federal, State, and local laws regulating the use, storage, transportation and disposal of hazardous materials and wastes.	Ongoing	New Program	Building and Safety Department, Fire Department, Emergency Services	Department Budget

Public Health and Safety

Strategy Summary		Timing	Status	Responsible Agency	Funding
(2)	Ensure that all businesses which use hazardous material or generate hazardous wastes meet the criteria as set forth in Table II-F-5 and the most current amendment of the California Code of Regulations Title 22.	Ongoing	New Program	Building and Safety Department, Fire Department, Emergency Services	Department Budget
(3)	Revise the municipal code to require that uses which treat hazardous wastes generated offsite, as well as uses which may pose a significant risk to public health, safety, and welfare by receiving, utilizing, storing, transporting, or disposing of hazardous waste and materials, are located in areas which are planned and zoned for industrial use, have access to sewer, and are located at least 2,000 feet from the nearest area planned for residential use.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(4)	Investigate and implement a Household Hazardous Waste Source Reduction and Collection strategy based on one or more of the alternatives described in the Public Health and Safety Goals, Concepts, and Strategies Section of the General Plan.	18 months post General Plan adoption	Existing Program (expanded)	Fire Department, City Manager's Office	Department Budget
5. FIRE					
(1)	Maintain mutual aid agreements and communication links with County, State, and federal agencies, and other municipalities participating in emergency operations planning.	Ongoing	Existing Program	City Manager's Office, Police Department, Fire Department, Office of Emergency Services	Department Budget
(2)	Work with Riverside County in the evaluation and establishment of a fire buffer program along heavily traveled roadways, which includes the following: - Roadside weed abatement. - Removal of combustible materials from roadside vegetation. - Identification and implementation of programs to prevent fuel build-up along roadways.	Ongoing	New Program	Fire Department, Public Works Department	Department Budget
(3)	Periodically update fire protection requirements for new construction in the urban fringe growth areas around and just outside the City to reduce potential fire hazards during construction.	Report on effectiveness of standards every 6 months	New Program	Fire Department, Building and Safety Department	Department Budget
(4)	Continue local efforts and support County, State, and federal fire education programs which serve to instruct elementary and secondary students about wildland fire hazards and prevention.	Ongoing	Existing Program	Fire Department, Hemet Unified School District	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(5) Maintain adequate and appropriate fire emergency vehicles to respond to fires and other natural and man-made disasters and emergencies.	Ongoing	Existing Program	Fire Department	Department Budget
(6) Maintain a Fire Department Master Plan that will be assessed on an annual basis and completely revised every ten years.	Assess plan annually, and revise every 10 years	Existing Program	Fire Department	Department Budget
(7) Conduct an annual assessment of fire prevention and suppression services, evaluating adequacy of facilities and equipment serving the City; the status and adequacy of mutual aid agreements; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth, level of service, and incident rates.	Annually	New Program	Fire Department	Department Budget
(8) Establish fire prevention education programs and monitor their effectiveness. Work to identify sources of outside funding for such programs.	Ongoing	Existing Program (expanded)	Fire Department	Department Budget
(9) Involve fire suppression personnel in the development review process for new development proposals through participation in a Development Review Committee and by referring development requests to the Fire Department for review and comment.	Ongoing	New Program	Fire Department	Department Budget
(10) Review existing ordinances to determine the appropriateness of revisions to require the use of fire resistant roofs in all residential developments.	Review and make recommendation within 1 year of General Plan adoption	New Program	Fire Department	Department Budget
(11) Review the adequacy of ordinances requiring fire sprinklers, and investigate the feasibility of requiring fire sprinklers in residential structures where the fire suppression service levels in the Public Services and Facilities Element cannot be met.	Review and make recommendation within 1 year of General Plan adoption	New Program	Fire Department	Department Budget
6. CRIME PREVENTION AND LAW ENFORCEMENT				
(1) Conduct an annual assessment of crime prevention and law enforcement services, evaluating adequacy of facilities and equipment serving the City; the status and adequacy of mutual aid agreements; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth, level of service, and incident rates.	Ongoing, Annually	New Program	Police Department	Department Budget
(2) Explore the availability of State and federal grants to offset any required additions in law enforcement staffing and/or equipment.	Ongoing	New Program	Police Department	Department Budget

Public Health and Safety

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Require new development to provide onsite security during construction, commensurate with the scale of the development and level of risk, as a means to reduce the need for police protection.	Ongoing	Existing Program	Police Department	Department Budget, Private Funds
(4) Involve Police Department personnel in the development review process for all new development proposals through participation in a Development Review Committee and by referring development requests to the Police Department for review and comment.	Ongoing	Existing Program	Police Department	Development Review Fees
(5) Promote the establishment of neighborhood and business watch programs to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity.	Ongoing	Existing Program	Police Department	Department Budget
7. EMERGENCY SERVICES AND FACILITIES				
(1) Conduct an annual assessment of the status of the City's Multihazard Functional Plan, including preparation of necessary revisions which include, but are not limited to the following, to ensure that the plan is kept up to date: ► Ensure that local disaster preparedness agencies, including, but not limited to Hemet Hospital, fire, police, American Red Cross, and Vescom, coordinate efforts by having an opportunity to participate in disaster planning activities. ► Locate alternative evacuation centers which are unencumbered by disaster hazards. ► Incorporate wind pattern studies into planned evacuation routes.	Ongoing, Annually	New Program	City Manager's Office, Office of Emergency Services	Department Budget
(2) Maintain an effective and properly staffed, trained, and equipped communications unit for receiving emergency calls, providing initial response, providing key support to major incidents, and meeting the demands of automatic and mutual aid programs as well as major incident and disaster operations, and maintaining emergency incident statistical data.	Ongoing	Existing Program	City Manager's Office, Office of Emergency Services	Department Budget
(3) Continue to support mutual aid agreements with participating jurisdictions, and monitor new opportunities for joint-powers agreements, new facilities, and/or operations which will improve regional capabilities to respond to disaster situations.	Ongoing	New Program	City Manager's Office, Office of Emergency Services	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(4) Promote disaster preparedness public information programs which give details on what the public should expect and how they should respond in the event of a major disaster.	Ongoing	Existing Program	Emergency Services	Department Budget
8. AIRPORT LAND USE COMPATIBILITY				
(1) Limit the intensity of development within the safety zones identified on the proposed land use map contained in the Community Development Element. <i>Residential:</i> one dwelling unit per two and one-half acres (0.4 du/ac) in areas I and II. <i>Non-Residential Uses in Structures:</i> no more than 25 persons per acre at any one time and no more than 150 people in any one building. <i>Non-Residential Uses not in Structures:</i> no more than 50 persons per acre at any one time.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(2) Require noise barriers such as walls, heavy landscaping including trees and large buffers, insulation, berms, building design/orientation, buffer yards, staggered operating hours, and other techniques for areas adjacent to the airport and at the source.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget
(3) Require construction technologies that are designed to reduce interior noise in airport adjacent uses to the standards described in Table II-F-4.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees
(4) Require avigation easements to be filed for all land uses in Areas I, II, and III as part of the development review process.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(5) Ensure that the new projects within the Hemet-Ryan Airport Influence Area is compatible with both the General Plan and adopted Riverside County Airport Land Use Commission policies.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(6) Where the City of Hemet makes a clear decision not to follow the recommendations of the Riverside County Airport Land Use Commission, ensure that the findings required by State law are made.	Ongoing	Existing Program	Community Development, City Council	Department Budget, Development Review Fees

RESOLUTION NO. 3723

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT 02-01 AMENDING THE CITY OF HEMET GENERAL PLAN, PUBLIC HEALTH AND SAFETY ELEMENT (AIRPORT LAND USE COMPATIBILITY), AND RELATED GENERAL PLAN ELEMENTS - TO BRING THE CITY'S GENERAL PLAN POLICIES REGARDING AIRPORT SAFETY AND LAND USE COMPATIBILITY INTO CONSISTENCY WITH THE HEMET-RYAN AIRPORT LAND USE PLAN.

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

APPLICANT: City of Hemet

LOCATION: The area generally south of Menlo Avenue, north of Alamar Mesa Drive, east of Calvert Avenue, and west of Palm Avenue

WHEREAS, the area affected by this amendment, which contains approximately 12,400 acres, is referred to as the Hemet-Ryan Airport Influence Area and is identified as Area III as shown in the proposed General Plan Appendix F and included in Exhibit 1; and

WHEREAS, a public notice was published in the Hemet News section of the Press Enterprise, giving notice of a public hearing to be held by the City Council on General Plan Amendment 02-1. The public hearing was held before the City Council on the 27th day of May, 2003, at the hour of 7:00 p.m., with all testimony received being made a part of the public record; and

WHEREAS, the proposed amendment was submitted to the Riverside County Airport Land Use Committee (ALUC) for review on January 17, 2003 and on March 20, 2003, the ALUC found the proposed amendment consistent with the Hemet-Ryan Airport Land Use Plan subject to five (5) conditions which have been incorporated into the proposed amendment included as Attachment 1's Exhibit 1;

WHEREAS, the Planning Commission of the City of Hemet considered oral and written comments, pro and con, as presented by the Planning Department, the applicant, and other interested parties at a public hearing held on May 20, 2003, and recommended City Council approval of General Plan Amendment No. 02-1; and

WHEREAS, the City Council has considered the information contained in the Supplement to the 1992 Final Environmental Impact Report for GPA 02-1 in compliance with the California Environmental Quality Act (CEQA) guidelines, including the initial study and comments received during the public review period, and has found that the project will not significantly impact the environment or wildlife; and

1 **WHEREAS**, the City Council of the City of Hemet considered oral and written
2 comments, pro and con, as presented by the Planning Department, the applicant, and
3 other interested parties at a public hearing held on May 27, 2003.

4
5 **NOW, THEREFORE**, the Planning Commission for the City of Hemet does hereby
6 find, determine and resolve as follows:

7
8 **SECTION 1: Findings**

9
10 The City Council, based on consideration of the entire record before it, including the Staff
11 Report dated May 27, 2003 and all documents referenced therein, the 1992 General Plan,
12 the 1992 Final Environmental Impact Report for the General Plan, the current Hemet-Ryan
13 Airport Land Use Plan, and all evidence submitted in support of and against the project at
14 the public hearing of the matter, hereby makes the following findings:

- 15
16 A. The proposed amendment is in the public interest and is consistent with the City's
17 goal to "protect lives and property from airport related uses and hazards." The
18 proposed amendment not only eliminates inconsistencies between the City's
19 General Plan and the existing Hemet-Ryan Airport Land Use Plan, it assures
20 continued consistency between the General Plan and the Hemet-Ryan Airport Land
21 Use Plan as it may be revised in the future;
22
23 B. The proposed amendment is consistent with the goals, concepts and strategies of
24 the General Plan. Specifically, the amendment includes revision of the Public
25 Health and Safety Element Implementation Summary Matrix to appropriately reflect
26 the proposed text language (included in Attachment 1, Exhibit 1). Additionally, the
27 entire General Plan, including the Community Development, Transportation, and
28 Housing Elements, has been reviewed for consistency with the proposed
29 amendment and amended as necessary to eliminate any inconsistencies with the
30 Public Health and Safety Element; and
31
32 C. The proposed amendment does not necessitate any other actions by the City,
33 including zoning or other land use adjustments.
34

35 **SECTION 1: City Council Action**

36
37 The City Council hereby approves General Plan Amendment 02-1 as set forth in Exhibit
38 1, attached hereto and incorporated herein by this reference.
39
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1 **PASSED, APPROVED, AND ADOPTED** this 27th day of May, 2003 by the following
2 vote:

3
4 AYES:

5 NOES:

6 ABSTAIN:

7 ABSENT:
8
9

10 _____
11 Lori Van Arsdale, Mayor
12

13 ATTEST:

APPROVED AS TO FORM:

14
15 _____
16 Stephen B. Clayton, City Clerk
17

15 _____
16 Julie Hayward Biggs, City Attorney
17
18
19

Public Health and Safety Element

8. AIRPORT LAND USE COMPATIBILITY

Goal

- ☐ Protect lives and property from airport related uses and hazards.

Issues

- ☐ A longstanding use within the community, the Hemet-Ryan Airport represents the largest industrial use (in sheer land area) within the General Plan study area. It can also be one of the most hazardous of uses. For this reason, Riverside County and its Airport Land Use Commission, as well as the City of Hemet, have cooperated in the past to establish policies which would lead to compatible land uses in and around the airport facility.
- ☐ The County, as the airport operator, has adopted a master plan for development of the facility. The County Airport Land Use Commission, pursuant to the provisions of State law, and the City of Hemet have adopted the Hemet-Ryan Airport Land Use Plan.
- ☐ The Hemet-Ryan Airport Land Use Plan identifies separate areas of varying potential risk associated with airport operations. The location of these areas of potential risk are defined and illustrated in the airport land use plan.
- ☐ Located entirely within the City of Hemet's City Limits, the Hemet-Ryan Airport covers 428 acres in an area of County-owned land. It has attracted commercial activity along its access roads and several housing developments have located nearby.
- ☐ The functionality of the Hemet-Ryan Airport and surrounding properties along with the protection of the public health and safety are significant issues that need to be addressed.

Additional information regarding airport related hazards can be found in the Community Development Issues Section of the Existing Setting Report.

Concepts

- ☐ The Hemet-Ryan Airport Land Use Plan, which identifies the Hemet-Ryan Airport's areas of potential risk, contains land use policies intended to promote land use compatibility

between the airport and surrounding uses. The policies outlined in the Hemet-Ryan Airport Land Use Plan, are intended to provide the City of Hemet, County of Riverside, and the Riverside County Airport Land Use Commission with a foundation for determining which land uses are appropriate in and around the airport environs.

- Development that occurs in and around the airport environs should be reviewed for consistency with the policies and standards outlined in the Hemet-Ryan Airport Land Use Plan, as may be amended from time to time, and in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices. Projects which have been previously approved by the City of Hemet prior to the adoption of the Hemet-Ryan Airport Land Use Plan are considered preexisting, and as such, may be inconsistent with the airport plan's policies.

Strategies

- (1) As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk (*see Appendix F, the map indicating these areas that existed as of the approval of General Plan Amendment GPA 02-01, was dated September 5, 1989 - this map is attached in Appendix F for reference only, and this reference may need to be updated from time to time as the Airport Land Use Plan is amended*) shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Plan, as may be amended from time to time, as follows:
 - a) Each application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
 - b) Each application shall be required to be accompanied by an analysis of consistency between the proposed project and the intensity and density limits outlined in the Hemet General Plan and those stated in the most current Airport Land Use Plan.
 - c) Each application shall be required to demonstrate that the project will provide noise barriers such as walls, heavy landscaping including trees and large buffers, insulation, berms, building design/orientation, buffer yards, staggered operating hours, and other techniques for areas adjacent to the airport and at the source;
 - d) Each application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses to the standards described in Table II-F-4;
 - e) Each application shall be required to demonstrate that the project will dedicate aviation easements to be filed with the County Clerk;

- f) Each application shall be required to demonstrate that a "Notice of Airport in Vicinity" (*see Appendix F for the most current approved version of this Notice*) as most recently approved by the Airport Land Use Commission, shall be distributed to all current and future property owners and tenants.
- g) Each application shall be required to demonstrate that the project is compatible with the following land use restrictions:
 - i) any use which would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator, shall be prohibited;
 - ii) any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited;
 - iii) any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area shall be prohibited; and
 - iv) any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- h) Each project that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration, in its Advisory Circular "Hazardous Wildlife Attractants On Or Near Airports" No. 150/5200-33 dated May 1, 1997, as may from time to time be updated and amended by the Federal Aviation Administration.
- i) All project related environmental documents shall be routed to the State Department of Transportation, Division of Aeronautics as may be required by, and during the course of the City's review of the project under, the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.).

- (2) Avigation easements shall be filed with the County Clerk upon the sale by the City to any entity exempt from the Subdivision Map Act of property located within the Hemet-Ryan Airport's areas of potential risk (*see Appendix F, the map indicating these areas that existed as of the approval of General Plan Amendment GPA 02-01, was dated September 5, 1989 - this map is attached in Appendix F for reference only, and this reference may need to be updated from time to time as the Airport Land Use Plan is amended*).

- (3) When the City of Hemet makes a clear decision not to follow a recommendation of the Riverside County Airport Land Use Commission, the City shall make all applicable findings required by State law.

9. IMPLEMENTATION

8. AIRPORT LAND USE COMPATIBILITY				
Strategy Summary	Timing	Status	Responsible Agency	Funding
(1) As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk (<i>see Appendix F, the map indicating these areas that existed as of the approval of General Plan Amendment GPA 02-01, was dated September 5, 1989 - this map is attached in Appendix F for reference only, and this reference may need to be updated from time to time as the Airport Land Use Plan is amended</i>) shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Plan, as may be amended from time to time, as follows: a) Each application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location; b) Each application shall be required to be accompanied by an analysis of consistency between the proposed project and the intensity and density limits outlined in the Hemet General Plan and those stated in the most current Airport Land Use Plan; c) Each application shall be required to demonstrate that the project will provide noise barriers such as walls, heavy landscaping including trees and large buffers, insulation, berms,	Ongoing	Existing and New Programs	Community Development	Department Budget, Development Review Fees

8. AIRPORT LAND USE COMPATIBILITY

Strategy Summary	Timing	Status	Responsible Agency	Funding
building design/orientation, buffer yards, staggered operating hours, and other techniques for areas adjacent to the airport and at the source; d) Each application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses to the standards described in Table II-F-4; e) Each application shall be required to demonstrate that the project will dedicate aviation easements to be filed with the County Clerk; f) Each application shall be required to demonstrate that a "Notice of Airport in Vicinity" (<i>see Appendix F for the most current approved version of this Notice</i>) as most recently approved by the Airport Land Use Commission, shall be distributed to all current and future property owners and tenants; g) Each application shall be required to demonstrate that the project is compatible with the following land use restrictions: i) any use which would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator, shall be prohibited; ii) any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight				

8. AIRPORT LAND USE COMPATIBILITY

Strategy Summary	Timing	Status	Responsible Agency	Funding
climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited; iii) any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area shall be prohibited; and iv) any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited; h) Each project that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration, in its Advisory Circular "Hazardous Wildlife Attractants On Or Near Airports" No. 150/5200-33 dated May 1, 1997, as may from time to time be updated and amended by the Federal Aviation Administration; i) All project related environmental documents shall be routed to the State Department of Transportation, Division of Aeronautics as may be required by, and during the course of the City's review of the project under, the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.).				

8. AIRPORT LAND USE COMPATIBILITY

Strategy Summary	Timing	Status	Responsible Agency	Funding
(2) Avigation easements shall be filed with the County Clerk upon the sale by the City to any entity exempt from the Subdivision Map Act of property located within the Hemet-Ryan Airport's areas of potential risk (<i>see Appendix F, the map indicating these areas that existed as of the approval of General Plan Amendment GPA 02-01, was dated September 5, 1989 - this map is attached in Appendix F for reference only, and this reference may need to be updated from time to time as the Airport Land Use Plan is amended</i>).	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget
(3) When the City of Hemet makes a clear decision not to follow a recommendation of the Riverside County Airport Land Use Commission, the City shall make all applicable findings required by State law.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees

Resource Management Element

3. OPEN SPACE

- (1) Open space lands for public health and safety encompass lands whose active use would create significant hazards. Within the Hemet General Plan study area, the following open space lands for public health and safety have been established:
 - San Jacinto fault zone setbacks;
 - existing flood plains in the absence of flood control improvements;
 - steep, rocky hillsides; and
 - airport environs (open space is encouraged in areas of significant potential risk as may be identified in the Hemet-Ryan Airport Land Use Plan, as may be amended from time to time, and in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices).

Housing Element

II. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

General Plan Element	Policy	Means for Achieving Consistency
Public Health and Safety	8.1	This policy requires, as part of the City's development review process, the review of applications for the development of land in and around the airport environs for compatibility with the City's General Plan and with the Hemet-Ryan Airport Land Use Plan, as may be amended from time to time, and in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location. Such review shall include an analysis of consistency between any proposed project and the intensity and density limits outlined in the Hemet-Ryan Airport Land Use Plan as well as other public safety issues.

APPENDIX F

Riverside County Airport Land Use Commission Information

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

Business & Profession Code 11010 12(A)



U.S. Department
of Transportation

Federal Aviation
Administration

Advisory Circular

Subject: HAZARDOUS WILDLIFE ATTRACTANTS ON
OR NEAR AIRPORTS

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1. PURPOSE. This advisory circular (AC) provides guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. It also provides guidance concerning the placement of new airport development projects (including airport construction, expansion, and renovation) pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICATION. The standards, practices, and suggestions contained in this AC are recommended by the Federal Aviation Administration (FAA) for use by the operators and sponsors of all public-use airports. In addition, the standards, practices, and suggestions contained in this AC are recommended by the FAA as guidance for land use planners, operators, and developers of projects, facilities, and activities on or near airports.

3. BACKGROUND. Populations of many species of wildlife have increased markedly in the

last few years. Some of these species are able to adapt to human-made environments, such as exist on and around airports. The increase in wildlife populations, the use of larger turbine engines, the increased use of twin-engine aircraft, and the increase in air-traffic, all combine to increase the risk, frequency, and potential severity of wildlife-aircraft collisions.

Most public-use airports have large tracts of open, unimproved land that are desirable for added margins of safety and noise mitigation. These areas can present potential hazards to aviation because they often attract hazardous wildlife. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives world-wide, as well as billions of dollars worth of aircraft damage. Hazardous wildlife attractants near airports could jeopardize future airport expansion because of safety considerations.

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SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. TYPES OF HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

Human-made or natural areas, such as poorly-drained areas, retention ponds, roosting habitats on buildings, landscaping, putrescible-waste disposal operations, wastewater treatment plants, agricultural or aquacultural activities, surface mining, or wetlands, may be used by wildlife for escape, feeding, loafing, or reproduction. Wildlife use of areas within an airport's approach or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety.

All species of wildlife can pose a threat to aircraft safety. However, some species are more commonly involved in aircraft strikes than others. Table 1 lists the wildlife groups commonly reported as being involved in damaging strikes to U.S. aircraft from 1993 to 1995.

Table 1. Wildlife Groups Involved in Damaging Strikes to Civilian Aircraft, USA, 1993-1995.

Wildlife Groups	Percent involvement in reported damaging strikes
Gulls	28
Waterfowl	28
Raptors	11
Doves	6
Vultures	5
Blackbirds-	5
Starlings	
Corvids	3
Wading birds	3
Deer	11
Canids	1

1-2. LAND USE PRACTICES. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA recommends against land use practices, within the siting criteria stated in 1-3, that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.

Airport operators, sponsors, planners, and land use developers should consider whether proposed land uses, including new airport development projects, would increase the wildlife hazard. Caution should be exercised to ensure that land use practices on or near airports do not enhance the attractiveness of the area to hazardous wildlife.

1-3. SITING CRITERIA. FAA recommends separations when siting any of the wildlife attractants mentioned in Section 2 or when planning new airport development projects to accommodate aircraft movement. The distance between an airport's aircraft movement areas, loading ramps, or aircraft parking areas and the wildlife attractant should be as follows:

a. Airports serving piston-powered aircraft. A distance of 5,000 feet is recommended.

b. Airports serving turbine-powered aircraft. A distance of 10,000 feet is recommended.

c. Approach or Departure airspace. A distance of 5 statute miles is recommended, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace.

SECTION 2. LAND USES THAT ARE INCOMPATIBLE WITH SAFE AIRPORT OPERATIONS.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment are highly variable and may depend on several factors, including land-use practices on or near the airport. It is important to identify those land use practices in the airport area that attract hazardous wildlife. This section discusses land use practices known to threaten aviation safety.

2-2. PUTRESCIBLE-WASTE DISPOSAL OPERATIONS. Putrescible-waste disposal operations are known to attract large numbers of wildlife that are hazardous to aircraft. Because of this, these operations, when located within the separations identified in the siting criteria in 1-3 are considered incompatible with safe airport operations.

FAA recommends against locating putrescible-waste disposal operations inside the separations identified in the siting criteria mentioned above. FAA also recommends against new airport development projects that would increase the number of aircraft operations or that would accommodate larger or faster aircraft, near putrescible-waste disposal operations located within the separations identified in the siting criteria in 1-3.

2-3. WASTEWATER TREATMENT FACILITIES. Wastewater treatment facilities and associated settling ponds often attract large numbers of wildlife that can pose a threat to aircraft safety when they are located on or near an airport.

a. New wastewater treatment facilities. FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in the siting criteria in 1-3. During the siting analysis for wastewater treatment facilities, the potential to attract hazardous wildlife should be considered if an airport is in the vicinity of a proposed site. Airport operators should voice their opposition to such sitings. In addition, they should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

b. Existing wastewater treatment facilities. FAA recommends correcting any wildlife hazards arising from existing wastewater treatment facilities located on or near airports without delay, using appropriate wildlife hazard mitigation techniques. Accordingly, measures to minimize hazardous wildlife attraction should be developed in consultation with a wildlife damage management biologist. FAA recommends that wastewater treatment facility operators incorporate appropriate wildlife hazard mitigation techniques into their operating practices. Airport operators also should encourage those operators to incorporate these mitigation techniques in their operating practices.

c. Artificial marshes. Waste-water treatment facilities may create artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. FAA recommends against establishing artificial marshes within the separations identified in the siting criteria stated in 1-3.

d. Wastewater discharge and sludge disposal. FAA recommends against the discharge of wastewater or sludge on airport property. Regular spraying of wastewater or sludge disposal on unpaved areas may improve soil moisture and quality. The resultant turf growth requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw. The maimed or flushed organisms and the straw can attract hazardous wildlife and jeopardize aviation safety. In addition, the improved turf may attract grazing wildlife such as deer and geese.

Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

e. Underwater waste discharges. The underwater discharge of any food waste, e.g., fish processing offal, that could attract scavenging wildlife is not recommended within the separations identified in the siting criteria in 1-3.

2-4. WETLANDS.

a. Wetlands on or near Airports.

(1) **Existing Airports.** Normally, wetlands are attractive to many wildlife species. Airport operators with wetlands located on or nearby airport property should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.

(2) **Airport Development.** When practicable, the FAA recommends siting new airports using the separations identified in the siting criteria in 1-3. Where alternative sites are not practicable or when expanding existing airports in or near wetlands, the wildlife hazards should be evaluated and minimized through a wildlife management plan prepared by a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the U.S. Army Corps of Engineers (COE).

NOTE: If questions exist as to whether or not an area would qualify as a wetland, contact the U.S. Army COE, the Natural Resource Conservation Service, or a wetland consultant certified to delineate wetlands.

b. **Wetland mitigation.** Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects. Wetland mitigation should be designed so it does not create a wildlife hazard.

(1) FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations

identified in the siting criteria in 1-3. Wetland mitigation banks meeting these siting criteria offer an ecologically sound approach to mitigation in these situations.

(2) Exceptions to locating mitigation activities outside the separations identified in the siting criteria in 1-3 may be considered if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge. Such mitigation must be compatible with safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife should be avoided. On-site mitigation plans may be reviewed by the FAA to determine compatibility with safe airport operations.

(3) Wetland mitigation projects that are needed to protect unique wetland functions (see 2-4.b.(2)), and that must be located in the siting criteria in 1-3 should be identified and evaluated by a wildlife damage management biologist before implementing the mitigation. A wildlife damage management plan should be developed to reduce the wildlife hazards.

NOTE: AC 150/5000-3, *Address List for Regional Airports Division and Airports District/Field Offices*, provides information on the location of these offices.

2-5. DREDGE SPOIL CONTAINMENT AREAS. FAA recommends against locating dredge spoil containment areas within the separations identified in the siting criteria in 1-3, if the spoil contains material that would attract hazardous wildlife.

SECTION 3. LAND USES THAT MAY BE COMPATIBLE WITH SAFE AIRPORT OPERATIONS.

3-1. GENERAL. Even though they may, under certain circumstances, attract hazardous wildlife, the land use practices discussed in this section have flexibility regarding their location or operation and may even be under the airport operator's or sponsor's control. In general, the FAA does not consider the activities discussed below as hazardous to aviation if there is no apparent attraction to hazardous wildlife, or wildlife hazard mitigation techniques are implemented to deal effectively with any wildlife hazard that may arise.

3-2. ENCLOSED WASTE FACILITIES. Enclosed trash transfer stations or enclosed waste handling facilities that receive garbage indoors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles, generally would be compatible, from a wildlife perspective, with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ). No putrescible-waste should be handled or stored outside at any time, for any reason, or in a partially enclosed structure accessible to hazardous wildlife.

Partially enclosed operations that accept putrescible-waste are considered to be incompatible with safe airport operations. FAA recommends these operations occur outside the separations identified in the siting criteria in 1-3.

3-3. RECYCLING CENTERS. Recycling centers that accept previously sorted, non-food items such as glass, newspaper, cardboard, or aluminum are, in most cases, not attractive to hazardous wildlife.

3-4. COMPOSTING OPERATIONS ON AIRPORTS. FAA recommends against locating composting operations on airports. However, when they are located on an airport, composting operations should not be located closer than the greater of the following distances: 1,200 feet from any aircraft movement area, loading ramp, or aircraft parking space; or the distance called for by airport design requirements. This spacing is intended to prevent material, personnel, or equipment from penetrating any Obstacle Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway (see AC 150/5300-13, *Airport Design*). On-airport disposal of compost by-products is not recommended for the reasons stated in 2-3.d.

a. Composition of material handled. Components of the compost should never include any municipal solid waste. Non-food waste such as leaves, lawn clippings, branches, and twigs generally are not considered a wildlife attractant. Sewage sludge, wood-chips, and similar material are not municipal solid wastes and may be used as compost bulking agents.

b. Monitoring on-airport composting operations. If composting operations are to be located on airport property, FAA recommends that the airport operator monitor composting operations to ensure that steam or thermal rise does not affect air traffic in any way. Discarded leaf disposal bags or other debris must not be allowed to blow onto any active airport area. Also, the airport operator should reserve the right to stop any operation that creates unsafe, undesirable, or incompatible conditions at the airport.

3-5. ASH DISPOSAL. Fly ash from resource recovery facilities that are fired by municipal solid waste, coal, or wood, is generally considered not to be a wildlife attractant because it contains no putrescible matter. FAA generally does not consider landfills accepting only fly ash to be wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

Since varying degrees of waste consumption are associated with general incineration, FAA classifies the ash from general incinerators as a regular waste disposal by-product and, therefore, a hazardous wildlife attractant.

3-6. CONSTRUCTION AND DEMOLITION (C&D) DEBRIS LANDFILLS. C&D debris (Class IV) landfills have visual and operational characteristics similar to putrescible-waste disposal sites. When co-located with putrescible-waste disposal operations, the probability of hazardous wildlife attraction to C&D landfills increases because of the similarities between these disposal activities.

FAA generally does not consider C&D landfills to be hazardous wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

3-7. WATER DETENTION OR RETENTION PONDS. The movement of storm water away from runways, taxiways, and aprons is a normal function on most airports and is necessary for safe aircraft operations. Detention ponds hold storm water for short periods, while retention ponds hold water indefinitely. Both types of ponds control runoff, protect water quality, and can attract hazardous wildlife. Retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water source.

To facilitate hazardous wildlife control, FAA recommends using steep-sided, narrow, linearly-shaped, rip-rap lined, water detention basins rather than retention basins. When possible, these ponds should be placed away from aircraft movement areas to minimize aircraft-wildlife interactions. All vegetation in or around detention or retention basins that provide food or cover for hazardous wildlife should be eliminated.

If soil conditions and other requirements allow, FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

3-8. LANDSCAPING. Wildlife attraction to landscaping may vary by geographic location. FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. All landscaping plans should be reviewed by a wildlife damage management biologist. Landscaped areas should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-9. GOLF COURSES. Golf courses may be beneficial to airports because they provide open space that can be used for noise mitigation or by aircraft during an emergency. On-airport golf courses may also be a concurrent use that provides income to the airport.

Because of operational and monetary benefits, golf courses are often deemed compatible land uses on or near airports. However, waterfowl (especially Canada geese) and some species of gulls are attracted to the large, grassy areas and open water found on most golf courses. Because waterfowl and gulls occur throughout the U.S., FAA recommends that airport operators exercise caution and consult with a wildlife damage management biologist when considering proposals for golf

course construction or expansion on or near airports. Golf courses should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-10. AGRICULTURAL CROPS. As noted above, airport operators often promote revenue-generating activities to supplement an airport's financial viability. A common concurrent use is agricultural crop production. Such use may create potential hazards to aircraft by attracting wildlife. Any proposed on-airport agricultural operations should be reviewed by a wildlife damage management biologist. FAA generally does not object to agricultural crop production on airports when: wildlife hazards are not predicted; the guidelines for the airport areas specified in 3-10.a-f are observed; and the agricultural operation is closely monitored by the airport operator or sponsor to ensure that hazardous wildlife are not attracted.

NOTE: If wildlife becomes a problem due to on-airport agricultural operations, FAA recommends undertaking the remedial actions described in 3-10.f.

a. Agricultural activities adjacent to runways. To ensure safe, efficient aircraft operations, FAA recommends that no agricultural activities be conducted in the Runway Safety Area (RSA), OFA, and the OFZ (see AC 150/5300-13).

b. Agricultural activities in areas requiring minimum object clearances. Restricting agricultural operations to areas outside the RSA, OFA, OFZ, and Runway Visibility Zone (RVZ) (see AC 150/5300-13) will normally provide the minimum object clearances required by FAA's airport design standards. FAA recommends that farming operations not be permitted within areas critical to the proper operation of localizers, glide slope indicators, or other visual or electronic navigational aids. Determinations of minimal areas that must be kept free of farming operations should be made on a case-by-case basis. If navigational aids are present, farm leases for on-airport agricultural activities should be coordinated with FAA's Airway Facilities Division, in accordance with FAA Order 6750.16, *Siting Criteria for Instrument Landing Systems*.

NOTE: Crop restriction lines conforming to the dimensions set forth in Table 2 will normally provide the minimum object clearance required by

FAA airport design standards. The presence of navigational aids may require expansion of the restricted area.

c. Agricultural activities within an airport's approach areas. The RSA, OFA, and OFZ all extend beyond the runway shoulder and into the approach area by varying distances. The OFA normally extends the farthest and is usually the controlling surface. However, for some runways, the TSS (see AC 150/5300-13, Appendix 2) may be more controlling than the OFA. The TSS may not be penetrated by any object. The minimum distances shown in Table 2 are intended to prevent penetration of the OFA, OFZ, or TSS by crops or farm machinery.

NOTE: Threshold Siting standards should not be confused with the approach areas described in Title 14, Code of Federal Regulations, Part 77, (14 CFR 77), *Objects Affecting Navigable Airspace*.

d. Agricultural activities between intersecting runways. FAA recommends that no agricultural activities be permitted within the RVZ. If the terrain is sufficiently below the runway elevation, some types of crops and equipment may be acceptable. Specific determinations of what is permissible in this area requires topographical data. For example, if the terrain within the RVZ is level with the runway ends, farm machinery or crops may interfere with a pilot's line-of-sight in the RVZ.

e. Agricultural activities in areas adjacent to taxiways and aprons. Farming activities should not be permitted within a taxiway's OFA. The outer portions of aprons are frequently used as a taxilane and farming operations should not be permitted within the OFA. Farming operations should not be permitted between runways and parallel taxiways.

f. Remedial actions for problematic agricultural activities. If a problem with hazardous wildlife develops, FAA recommends that a professional wildlife damage management biologist be contacted and an on-site inspection be conducted. The biologist should be requested to determine the source of the hazardous wildlife attraction and suggest remedial action. Regardless of the source of the attraction, prompt remedial actions to protect aviation safety are recommended. The remedial actions may range from choosing another crop or farming technique to complete termination of the agricultural operation.

- Whenever on-airport agricultural operations are stopped due to wildlife hazards or annual harvest, FAA recommends plowing under all crop residue and harrowing the surface area smooth. This will reduce or eliminate the area's attractiveness to foraging wildlife. FAA recommends that this requirement be written into all on-airport farm use contracts and clearly understood by the lessee.

Table 2. Minimum Distances Between Certain Airport Features And Any On-Airport Agriculture Crops.

Aircraft Approach Category And Design Group ¹	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & ≥ ¼ mile	< ¼ mile	Visual & ≥ ¼ mile	< ¼ mile		
Category A & B Aircraft						
Group I	200 ²	400	300 ³	600	45	40
Group II	250	400	400 ³	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D & E Aircraft						
Group I	530 ³	575 ³	1,000	1,000	45	40
Group II	530 ³	575 ³	1,000	1,000	66	58
Group III	530 ³	575 ³	1,000	1,000	93	81
Group IV	530 ³	575 ³	1,000	1,000	130	113
Group V	530 ³	575 ³	1,000	1,000	160	138
Group VI	530 ³	575 ³	1,000	1,000	193	167

1. Design Groups are based on wing span, and Category depends on approach speed of the aircraft.

Group I: Wing span up to 49 ft.

Group II: Wing span 49 ft. up to 78 ft.

Group III: Wing span 79 ft. up to 117 ft.

Group IV: Wing span 118 ft. up to 170 ft.

Group V: Wing span 171 ft. up to 213 ft.

Group VI: Wing span 214 ft. up to 261 ft.

Category A:

Speed less than 91 knots

Category B:

Speed 91 knots up to 120 knots

Category C:

Speed 121 knots up to 140 knots

Category D:

Speed 141 knots up to 165 knots

Category E:

Speed 166 knots or more

2. If the runway will only serve small airplanes (12,500 lb. and under) in Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box.

3. These dimensions reflect the TSS as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

SECTION 4. NOTIFICATION OF FAA ABOUT HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AN AIRPORT.

4-1. GENERAL. Airport operators, land developers, and owners should notify the FAA in writing of known or reasonably foreseeable land use practices on or near airports that either attract or may attract hazardous wildlife. This section discusses those notification procedures.

4-2. NOTIFICATION REQUIREMENTS FOR WASTE DISPOSAL SITE OPERATIONS.

The Environmental Protection Agency (EPA) requires any operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, section 258.10, *Airport Safety*). The EPA also requires owners or operators of new municipal solid waste landfill (MSWLF) units, or lateral expansions of existing MSWLF units that are located within 10,000 feet of any airport runway end used by turbojet aircraft or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft.

a. Timing of Notification. When new or expanded MSWLFs are being proposed near airports, MSWLF operators should notify the airport operator and the FAA of this as early as possible pursuant to 40 CFR Part 258. Airport operators should encourage the MSWLF operators to provide notification as early as possible.

NOTE: AC 150/5000-3 provides information on these FAA offices.

b. Putrescible-Waste Facilities. In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, the ability to sustain a reduction in the numbers of hazardous wildlife to levels that existed before a putrescible-waste landfill began operating has not been successfully demonstrated. For this reason, demonstrations of experimental wildlife control measures should not be conducted in active aircraft operations areas.

c. Other Waste Facilities. To claim successfully that a waste handling facility sited within the separations identified in the siting criteria in 1-3

does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 3-2. FAA requests that waste site developers provide a copy of an official permit request verifying that the facility will not handle putrescible material other than that as outlined in 3-2. FAA will use this information to determine if the facility will be a hazard to aviation.

4-3. NOTIFYING FAA ABOUT OTHER WILDLIFE ATTRACTANTS.

While U. S. EPA regulations require landfill owners to provide notification, no similar regulations require notifying FAA about changes in other land use practices that can create hazardous wildlife attractants. Although it is not required by regulation, FAA requests those proposing land use changes such as those discussed in 2-3, 2-4, and 2-5 to provide similar notice to the FAA as early in the development process as possible. Airport operators that become aware of such proposed development in the vicinity of their airports should also notify the FAA. The notification process gives the FAA an opportunity to evaluate the effect of a particular land use change on aviation safety.

The land use operator or project proponent may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents to notify the appropriate FAA Regional Airports Division Office.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land use operator or project proponent should also forward specific details of the proposed land use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

4-5. FAA REVIEW OF PROPOSED LAND USE CHANGES.

a. The FAA discourages the development of facilities discussed in section 2 that will be located within the 5,000/10,000-foot criteria in 1-3.

b. For projects which are located outside the 5,000/10,000-foot criteria, but within 5 statute miles of the airport's aircraft movement areas, loading ramps, or aircraft parking areas, FAA may review development plans, proposed land use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. Sensitive airport areas will be identified as those that lie under or next to approach or departure airspace. This brief examination should be sufficient to determine if further investigation is warranted.

c. Where further study has been conducted by a wildlife damage management biologist to evaluate a site's compatibility with airport operations, the FAA will use the study results to make its determination.

d. FAA will discourage the development of any excepted sites (see Section 3) within the criteria specified in 1-3 if a study shows that the area supports hazardous wildlife species.

4-6. AIRPORT OPERATORS. Airport operators should be aware of proposed land use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in the siting criteria in 1-3. Particular attention should be given to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas.

a. **AIP-funded airports.** FAA recommends that operators of AIP-funded airports, to the extent practicable, oppose off-airport land use changes or practices (within the separations identified in the siting criteria in 1-3) that may attract hazardous wildlife. Failure to do so could place the airport operator or sponsor in noncompliance with applicable grant assurances.

FAA recommends against the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Airport operators, sponsors, and planners should identify wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

b. **Additional coordination.** If, after the initial review by FAA, questions remain about the existence of a wildlife hazard near an airport, the airport operator or sponsor should consult a wildlife damage management biologist. Such questions may be triggered by a history of wildlife strikes at the airport or the proximity of the airport to a wildlife refuge, body of water, or similar feature known to attract wildlife.

c. **Specialized assistance.** If the services of a wildlife damage management biologist are required, FAA recommends that land use developers or the airport operator contact the appropriate state director of the United States Department of Agriculture/Animal Damage Control (USDA/ADC), or a consultant specializing in wildlife damage management. Telephone numbers for the respective USDA/ADC state offices may be obtained by contacting USDA/ADC's Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157. The ADC biologist or consultant should be requested to identify and quantify wildlife common to the area and evaluate the potential wildlife hazards.

d. **Notifying airmen.** If an existing land use practice creates a wildlife hazard, and the land use practice or wildlife hazard cannot be immediately eliminated, the airport operator should issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction.

APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. GENERAL. This appendix provides definitions of terms used throughout this AC.

a. Aircraft movement area. The runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft exclusive of loading ramps and aircraft parking areas.

b. Airport operator. The operator (private or public) or sponsor of a public use airport.

c. Approach or departure airspace. The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.

d. Concurrent use. Aeronautical property used for compatible non-aviation purposes while at the same time serving the primary purpose for which it was acquired; and the use is clearly beneficial to the airport. The concurrent use should generate revenue to be used for airport purposes (see Order 5190.6A, *Airport Compliance Requirements*, sect. 5h).

e. Fly ash. The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.

f. Hazardous wildlife. Wildlife species that are commonly associated with wildlife-aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a wildlife-aircraft strike hazard.

g. Piston-use airport. Any airport that would primarily serve FIXED-WING, piston-powered aircraft. Incidental use of the airport by turbine-powered, FIXED-WING aircraft would not affect this designation. However, such aircraft should not be based at the airport.

h. Public-use airport. Any publicly owned airport or a privately-owned airport used or intended to be used for public purposes.

i. Putrescible material. Rotting organic material.

j. Putrescible-waste disposal operation. Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.

k. Runway protection zone (RPZ). An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the design aircraft, type of operation, and visibility minimum.

l. Sewage sludge. The de-watered effluent resulting from secondary or tertiary treatment of municipal sewage and/or industrial wastes, including sewage sludge as referenced in U.S. EPA's *Effluent Guidelines and Standards*, 40 C.F.R. Part 401.

m. Shoulder. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface, support for aircraft running off the pavement, enhanced drainage, and blast protection (see AC 150/5300-13).

n. Turbine-powered aircraft. Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.

o. Turbine-use airport. Any airport that ROUTINELY serves FIXED-WING turbine-powered aircraft.

p. Wastewater treatment facility. Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 C.F.R. Section 403.3 (o), (p), & (q)).

Appendix 1

q. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, WILDLIFE includes feral animals and domestic animals while out of the control of their owners (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*)).

r. **Wildlife attractants.** Any human-made structure, land use practice, or human-made or natural geographic feature, that can attract or sustain hazardous wildlife within the landing or departure airspace, aircraft movement area, loading ramps, or aircraft parking areas of an airport. These attractants can include but are not limited to architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquacultural activities, surface mining, or wetlands.

s. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

2. **RESERVED.**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT 02-01 AMENDING THE CITY OF HEMET GENERAL PLAN, PUBLIC HEALTH AND SAFETY ELEMENT (AIRPORT LAND USE COMPATIBILITY), AND RELATED GENERAL PLAN ELEMENTS - TO BRING THE CITY'S GENERAL PLAN POLICIES REGARDING AIRPORT SAFETY AND LAND USE COMPATIBILITY INTO CONSISTENCY WITH THE HEMET-RYAN AIRPORT LAND USE PLAN.

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

APPLICANT: City of Hemet
LOCATION: The area generally south of Menlo Avenue, north of Alamar Mesa Drive, east of Calvert Avenue, and west of Palm Avenue

WHEREAS, the area affected by this amendment, which contains approximately 12,400 acres, is referred to as the Hemet-Ryan Airport Influence Area and is identified as Area III as shown in the proposed General Plan Appendix F and included in Exhibit 1; and

WHEREAS, a public notice was published in the Hemet News section of the Press Enterprise, giving notice of a public hearing to be held by the City Council on General Plan Amendment 02-1. The public hearing was held before the City Council on the 27th day of May, 2003, at the hour of 7:00 p.m., with all testimony received being made a part of the public record; and

WHEREAS, the proposed amendment was submitted to the Riverside County Airport Land Use Committee (ALUC) for review on January 17, 2003 and on March 20, 2003, the ALUC found the proposed amendment consistent with the Hemet-Ryan Airport Land Use Plan subject to five (5) conditions which have been incorporated into the proposed amendment included as Attachment 1's Exhibit 1;

WHEREAS, the Planning Commission of the City of Hemet considered oral and written comments, pro and con, as presented by the Planning Department, the applicant, and other interested parties at a public hearing held on May 20, 2003, and recommended City Council approval of General Plan Amendment No. 02-1; and

WHEREAS, the City Council has considered the information contained in the Supplement to the 1992 Final Environmental Impact Report for GPA 02-1 in compliance with the California Environmental Quality Act (CEQA) guidelines, including the initial study and comments received during the public review period, and has found that the project will not significantly impact the environment or wildlife; and

WHEREAS, the City Council of the City of Hemet considered oral and written comments, pro and con, as presented by the Planning Department, the applicant, and other interested parties at a public hearing held on May 27, 2003.

NOW, THEREFORE, the Planning Commission for the City of Hemet does hereby find, determine and resolve as follows:

SECTION 1: Findings

The City Council, based on consideration of the entire record before it, including the Staff Report dated May 27, 2003 and all documents referenced therein, the 1992 General Plan, the 1992 Final Environmental Impact Report for the General Plan, the current Hemet-Ryan Airport Land Use Plan, and all evidence submitted in support of and against the project at the public hearing of the matter, hereby makes the following findings:

- A. The proposed amendment is in the public interest and is consistent with the City's goal to "protect lives and property from airport related uses and hazards." The proposed amendment not only eliminates inconsistencies between the City's General Plan and the existing Hemet-Ryan Airport Land Use Plan, it assures continued consistency between the General Plan and the Hemet-Ryan Airport Land Use Plan as it may be revised in the future;
- B. The proposed amendment is consistent with the goals, concepts and strategies of the General Plan. Specifically, the amendment includes revision of the Public Health and Safety Element Implementation Summary Matrix to appropriately reflect the proposed text language (included in Attachment 1, Exhibit 1). Additionally, the entire General Plan, including the Community Development, Transportation, and Housing Elements, has been reviewed for consistency with the proposed amendment and amended as necessary to eliminate any inconsistencies with the Public Health and Safety Element; and
- C. The proposed amendment does not necessitate any other actions by the City, including zoning or other land use adjustments.

SECTION 1: City Council Action

The City Council hereby approves General Plan Amendment 02-1 as set forth in Exhibit 1, attached hereto and incorporated herein by this reference.

PASSED, APPROVED, AND ADOPTED this 27th day of May, 2003 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lori Van Arsdale, Mayor

ATTEST:

APPROVED AS TO FORM:

Stephen B. Clayton, City Clerk

Julie Hayward Biggs, City Attorney

Resource Management
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THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS 60637

U.S. DEPARTMENT OF AGRICULTURE, AGRICULTURAL RESEARCH SERVICE, ARS 1515-1-1

INTRODUCTION

❑ The Resource Management Element provides the goals, concepts, and strategies necessary to ensure the City of Hemet is an active participant in the management of the Valley's natural resources.

❑ The availability of a clean and well managed environment has served the City as a major attraction for people looking for a desirable place to live. As a result, Hemet understands that its role in managing the future of its portion of the valley includes the stewardship of available natural resources.

❑ Many of the environmental issues facing the City are not unique to Hemet or the San Jacinto Valley. The availability of water supplies to sustain increases in Southern California jobs and population, for example, is an issue in which local agencies, such as the City of Hemet, have a role, but cannot resolve on their own. While local agencies can work to reduce per-capita water consumption and facilitate water resource programs, the primary responsibility for ensuring adequate water supplies for Southern California lies with State and regional agencies.

❑ The intent of Resource Management goals, concepts, and strategies is to balance resource conservation and Hemet's ultimate development, so as to maximize the achievement of environmental, economic, and social needs.

❑ The Resource Management Element addresses the following issues:

1. Air Quality
2. Parks and Recreation
3. Open Space

4. Biological Resources
5. Water Resources
6. Historic Resources and Cultural Heritage
7. Soil Conservation
8. Solid Waste Management
9. Energy Conservation
10. Mineral Resources

1. AIR QUALITY

Goal

- ❑ Achievement of air quality that is conducive to good health and enjoyment of the area's climate for all citizens, including the elderly, children, and those with respiratory problems.

Issues

- ❑ Air quality is a regional issue, not confined by jurisdictional boundaries. Much of what can be considered as poor air quality is a result of activity well beyond the study area. Thus, the City of Hemet's ability to make significant strides in improving the regional air quality through its own efforts is limited. Each local jurisdiction within the South Coast Air Basin must address air quality and do its part to reduce the regional emissions inventory.
- ❑ Current population characteristics indicate that a significant portion of the local residents are retired senior citizens who no longer commute outside the study area to jobs. A percentage of this population are "snowbirds" who reside seasonally within Hemet. Efforts at improving the area air quality should take these issues into account.

Resource Management

- ❑ The City of Hemet has traditionally been a jobs-rich area for the surrounding cities and unincorporated areas. As discussed in the Economic Development Element, the emergence of new employment centers within Riverside County will reduce Hemet's share of subregional employment. The balance of jobs available to new families moving into the Hemet area will be a significant issue regarding the number and length of home-work commuting relative to area air pollutant emissions.

The establishment of Metrolink commuter rail service may, however, reduce the role that the jobs/housing balance plays in air quality planning efforts by providing a low-emissions means of moving large numbers of workers to jobs outside of the San Jacinto Valley.

- ❑ Future sources and types of air pollutants generated at buildout of the City will be similar to those presently produced, although the amounts generated will be greater.

- ❑ Additional homes, industries, and businesses will generate proportionally more stationary emissions, both locally by the additional use of fuels and materials such as paint, and regionally through increased electrical generation and burning of natural gas for household uses.

- ❑ Particulates, mainly in the form of fugitive dust, will be generated by continued agricultural and construction activities. Larger particles obscure visibility, but will not represent a significant health impact; however, smaller particles are dispersed over a greater area, especially during Santa Ana winds, and can cause breathing difficulty in sensitive individuals.

Particulate levels currently exceed State standards, and are not expected to meet these standards in the near future.

- ❑ In addition to particulates, agriculture will generate air pollutants and odors from activities such as soil preparation, crop spraying (fertilizers and pesticides), weed burning, fruit and vegetable harvesting, and animal husbandry.

- ❑ By far the largest increase in future emissions will result from increased vehicular trips and the resulting miles traveled by various types of vehicles. On very active days, emissions from construction, agricultural, industrial, and residential vehicles will produce over several hundred pounds of pollutants per hour in the San Jacinto Valley.

- ❑ To understand the City of Hemet's air quality management role, a discussion regarding the regulatory framework established to reduce source emissions which effect local and regional air quality has been included. This section focuses on air quality programs which are to be implemented at Federal, State, regional and local levels of government.

Additional information regarding local air quality data is included in the General Plan Environmental Impact Report and the Existing Setting Report.

- ❑ **Federal, State and Regional Air Quality Plans:** The Federal Clean Air Act requires the Environmental Protection Agency (EPA) to oversee the preparation of local Air Quality Management Plans (AQMP) to attain federal air quality goals. The South Coast AQMP was originally adopted by the State in 1979 and was most recently revised and adopted in July 1991.

The AQMP establishes a comprehensive program for the South Coast Air Basin to attain State air quality standards for carbon monoxide by the year 2010 and for nitrous oxides by the year 2000. Federal air quality standards are projected to be met by the year 2000 for carbon monoxide, by 2006 for nitrous oxides, and by 2010 for ozone. Even under this plan, State ozone and particulate standards will not be achieved.

- The AQMP identifies the stationary and mobile source control measures to be implemented to ensure emission reductions, agency responsibility for the control measures, and the cost effectiveness of each measure. Control methods are categorized into three tiers, depending on their readiness for implementation. The three tiers are:

- ▶ *Tier I:* Full implementation of known technological applications and effective management practices (with adoption and implementation within the next few years).

- ▶ *Tier II:* Significant advancement of today's technological applications and regulatory intervention where needed (with adoption and implementation within the next ten to fifteen years).

- ▶ *Tier III:* Development of new technology (with adoption and implementation within the next twenty years).

- Three government agencies including the South Coast Air Quality Management District, SCAG, and the California Air Resources Board have direct responsibility in overseeing the development of local and regional general plan policies, strategies and implementation measures to reduce air quality emissions. Although Air Quality Elements are not a required State mandated element, the AQMD and SCAG have been given the authority to withhold the approval of projects, plans or programs that do not conform to the South Coast Air Quality Management Plan.

- SCAG has prepared a Growth Management Plan and a Regional Mobility Plan, that attempt to manage both the long-term population growth in the region, and the overall structure of and demand on the regional transportation network. SCAG believes that implementing these plans will significantly reduce the long-term production of both stationary and vehicular air pollutants.

Under the Growth Management Plan (February, 1989), SCAG compares the growth anticipated in a region's housing and its jobs under the theory that if more jobs are available locally, more residents will have opportunities to work in the vicinity of their homes, thus reducing the length of work related automobile trips. SCAG has proposed that such a decrease in the length of commutes will result in lesser amounts of air pollution.

Both SCAG and the South Coast Management District agree that an overall reduction in the number of trips is the most likely control measure which will ultimately reduce air emissions in the basin.

- The City of Hemet plays an active role in regional efforts to improve air quality through the implementation of the Tier I Control Measures outlined in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin. These measures require the City to be primarily responsible for reducing emissions in the areas of energy conservation, dust control, and trip reduction.

According to the AQMP, local governments are also required to implement air quality control measures by adopting new regulatory ordinances, changing development review processes, assisting with the enforcement and data collection for monitoring effectiveness, creating new partnerships with other government agencies to develop energy conservation standards, and seeking administrative changes in the way they operate.

Resource Management

A listing of measures included in the South Coast Air Quality Management Plan which are to be adopted and implemented by cities and counties is included in Appendix B of the General Plan.

Concepts

□ The air quality management concept incorporated into the Hemet General Plan involves a comprehensive approach to reducing mobile and stationary emissions sources. Thus, the General Plan seeks to:

- ▶ reduce the need for vehicular travel through the promotion of efficiently arranged land uses as defined in the Community Development Element, and through increasing opportunities for public transportation and other alternatives to the private automobile as outlined in the Transportation Element;
- ▶ minimize air pollution emission generated by stationary sources through the implementation of energy conservation and recycling programs included in the Resource Management Element;
- ▶ mitigating the air quality impacts of construction activities by implementing dust abatement procedures;
- ▶ cooperating with regional agencies on air quality issues to maximize traffic flow improvements, implement the provisions of the AQMP, and increase public awareness of air quality issues.

□ Concepts and strategies which address air quality issues are distributed throughout the General Plan, and are summarized below. Table II-E-1 provides an index to these air quality-related concepts and strategies.

Transportation Demand Management

□ Transportation Demand Management refers to a broad range of strategies aimed at reducing the number of daily and peak hour vehicle trips. Within the General Plan's transportation demand management concept, first priority is given to programs that eliminate person trips, such as car and van pooling, alternative (e.g. four-day) work weeks, and telecommuting. These methods produce the greatest environmental benefit with the least reliance on transportation facilities.

□ **Work Trip Reduction for Private Employees:** The AQMP establishes a target reduction of 30 percent in private employee work trips by 2010. This will primarily be achieved through a combination of car and van pooling, moving home-work trips to off-peak hours, and telecommuting. The target reduction is calculated from a base assumption that no employee uses either trip reduction method.

Telecommuting and other forms of working from the home are encouraged only to the extent that the residential character of the neighborhood is protected. Thus, telecommuting options must be clearly secondary to the use of the dwelling as a residence and not result in changes to the residential character of the property in any perceptible manner.

□ **Site Design:** The General Plan includes design guidelines related to enhancing the use of public transit and alternatives to the single occupant vehicle. As discussed in the Transportation Element, the objective of these guidelines is to make alternative transportation modes competitive with the private automobile by increasing their ease of use.

- ❑ **Parking Management:** Parking management control systems are intended to reduce both work and non-work trips. The basic concept of parking management, as recommended by the AQMD, is to facilitate the use of public transit, as well as car and van pooling by creating shortages of parking for single occupant vehicles. The Hemet General Plan provides the incentive of reducing parking requirements (and therefore increasing potential building size) in exchange for the implementation of transportation demand management programs, but does not endorse creating purposeful shortages of parking spaces.

- ❑ **Peak Period Truck Travel:** The AQMP includes the concept of moving truck traffic to off-peak hours as a means of reducing peak hour traffic congestion. Because trucks are not a significant traffic concern within the General Plan study area, this concept is being reserved for future implementation should, at some time in the future, trucks become a significant part of the area's peak hour traffic.

Transportation Systems Management

- ❑ In contrast to Transportation Demand Management, which aims to reduce the amount of traffic on roadways, Transportation Systems Management refers to the broad range of concepts and strategies aimed at increasing the performance and carrying capacity of roadways.
- ❑ **Traffic Flow Improvements:** The primary traffic flow improvement concept is the construction of new roadways and widening of existing roadways as outlined in the Transportation Element and on the General Plan Circulation map. The elimination or avoidance of traffic congestion through roadway improve is a significant step in reducing mobile source emissions.

As part of roadway improvements, installation of traffic signals will be accomplished where traffic is sufficient to warrant signalization. In addition, either Automated Traffic Surveillance and Control or similar interconnected traffic signal systems or appropriate non-interconnected synchronization methods will be implemented where needed to achieve the roadway performance standards outlined in the Public Services and Facilities Element.

High priority will be given to efforts to improve the flow of traffic through signalized intersections, as this has proven to be among the most cost-effective means of reducing congestion, conserving energy, and reducing automobile emissions.

Land Use

- ❑ Detailed discussions of the land use concepts that have been incorporated into the General Plan Land Use Map to reduce vehicular travel and resulting mobile source emission are included in the Transportation and Community Development Elements.

In general, this entails a system of commercial/multi-family development nodes, employment-generating land uses, single and multi-family housing areas, and mixed-use developments which will reduce the number and length of automobile trips within the valley.

Particulates Emissions Reduction

- ❑ **Construction Emissions:** Effective watering programs can reduce fugitive dust generation within a construction site by up to 50 percent. Requirements for construction site watering have been incorporated into the General Plan.
- ❑ **Paved Roads:** Dirt roads within the South Coast Air Basin are a significant source of dust generation. Thus, the AQMP includes an objective that all roads be paved or that local jurisdictions adopt alternative particulate

Resource Management

control controls for roads with low traffic levels. The City of Hemet requires that all roads be paved.

Energy Conservation

- The AQMP's objective is a 30 percent reduction in projected residential and commercial/industrial energy consumption by 2010. Energy conservation concepts and strategies have been incorporated into the Resource Management Element.

Waste Recycling

- The AQMP incorporates State requirements for solid waste source reduction (25 percent by January 1, 1995 and 50 percent by January 1, 2000). Source reduction and waste recycling concepts and strategies are outlined in the Resource Management Element.

Strategies

Transportation Demand Management

- (1) Encourage and facilitate where possible, the financing and construction of park-and-ride facilities.
- (2) Encourage the promotion of trip reduction and traffic mitigation measures for home-to-work trips by facilitating and participating in the following programs:
 - ▶ Goal-oriented trip reduction plans by employers (both public and private) with 25 or more employees.
 - ▶ Encourage the development and implementation of trip reduction plans from building owners and managers with tenants employing 100 or more employees.
- (3) Revise municipal code requirements to provide a reduction in the number of required parking spaces where justified by an adopted trip reduction plan.
- (4) Encourage support for State legislative measures which provide incentive measures to stimulate and increase the use of van pools for work-related trips.
- (5) Design and implement a citywide system of bikeways and pedestrian trails as nonpolluting circulation alternatives.
- (6) Include trip reduction requirements in the municipal code with the goal of reducing home-to-work trips by facilitating and participating in the following programs:
 - ▶ Incorporation of design measures into new development and, where feasible into existing developments proposed for intensification, which include preferential parking areas for car and van pools, employee drop off areas, secure bicycle parking areas, bus turnout areas, etc.
 - ▶ Dissemination of information to Hemet residents regarding the advantages of ride sharing and public transit.
- (7) Cooperate with local and regional transportation agencies to facilitate efforts to create expand the Metrolink commuter rail system into a comprehensive light rail transportation corridor along the existing A.T. & S.F. (Hemet Branch) Railway right-of-way and integrate future designs into the existing transportation network.
- (8) Involve the Riverside Transit Agency in project review procedures to coordinate future development and transit facility locations (bus stops, bus stations, Metrolink station, transfer points, etc).

(9) Request proposals from private transportation companies for the implementation of a downtown shuttle service linking major activity centers along the Florida Avenue commercial corridor.

(10) Consider restricting residential onstreet parking to neighborhood residents through permit programs in all areas adjacent to non-residential activity centers.

(11) Consider establishing maximum parking ratios in new non-residential uses where such a regulation would encourage the use of alternative modes of transit.

Transportation Systems Management

(12) Integrate an interconnected traffic signal control system in all new projects providing roadway improvements and develop programs to retrofit existing signals on all streets where traffic volume and delay time is significant.

Land Use

(13) Encourage the development of job-intensive uses within designated employment centers to reduce the length of home-to-job commutes by local residents.

(14) Encourage the inclusion of buffer areas within residential and sensitive receptor site plans to separate and/or buffer those uses from freeways, arterials, point sources, and hazardous material locations.

(15) Amend the municipal code to integrate a Mixed Use Overlay Area capable of combining commercial, office and residential uses in close proximity to one another as a means to enhance pedestrian movement throughout the City.

(16) Where residential or office uses will be located adjacent to or near commercial development, ensure that site designs facilitate rather than discourage pedestrian movement between uses (e.g. locate buildings adjacent to

the street with parking behind such that pedestrians need not walk through parking lots to reach their destination; provide clear pedestrian paths and connections, etc.). See also additional related strategies in the Community Development Element.

(17) Consider the inclusion in the municipal code of restriction on the development of new drive-through uses within the City. Where new drive-through uses are permitted, require the provision of air quality mitigation offsets.

(18) Require air quality mitigation offsets for large non-residential projects. Such offsets might include, but are not limited to, one or more of the following:

- ▶ adoption and implementation of a trip reduction plan;
- ▶ development of pedestrian and bicycle route linkages;
- ▶ construction of bus turnout(s);
- ▶ establishment of shuttle services;
- ▶ use of alternative fueled fleet vehicles; and/or
- ▶ inclusion of energy conservation features exceeding Uniform Building Code requirements.

Particulates Emissions Reduction

(19) Require that construction activity and agricultural operations include appropriate and feasible measures to minimize fugitive dust. Potential measures include:

- ▶ Grading:
 - Minimizing the extent of cleared or graded areas at any given time by limiting the amount of top soil and vegetative cover that can be removed, to the area currently under construction.

Resource Management

- Regular watering of graded and cleared areas.
 - Establishment of vegetative cover as soon as possible after grading is completed.
 - Application of AQMD approved soil tackifiers, soils stabilization mulches, and/or oil emulsions to all inactive construction areas (previously graded areas which remain inactive for more than 96 hours), where feasible.
 - The stockpile of topsoil removed during the grading process and its replacement on finished areas to improve revegetation of the disturbed area.
 - Suspension of grading operations during second and third stage smog alerts or when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- **Transportation:**
- Establishment of maximum speed limits within construction areas.
 - Wash off trucks and equipment which leave construction or agricultural sites.
 - Development of construction traffic plans to minimize traffic flow interference from construction activities to adjacent public rights-of-way.
 - Require that construction activities which may decrease traffic flow on public rights-of-way are scheduled on off-peak traffic hours.

► **Stationary Equipment:**

- Use of stationary construction or agricultural equipment which is designed to produce low emissions and/or burns low sulfur fuel.
- Use of existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

Energy Conservation

- (20) Support the development and use of alternative fuel sources for transportation related activities (i.e., city vehicles, buildings) to reduce local government energy demand.

Waste Recycling

- (21) Implement the provisions of the Solid Waste Management section of the Resource Management Element.

Intergovernmental Coordination

- (22) Cooperate with and facilitate the efforts of the South Coast Air Quality Management District, Southern California Association of Governments, Riverside County, etc., in order to establish and implement regional air quality strategies and tactics.
- (23) Request that AQMD provide local Hemet-San Jacinto Valley air quality statistics.

**Table II-E-1
Hemet General Plan
Air Quality Control Measure Index**

AQMP Issue	Hemet General Plan Element	Implementation Measure	Comments
TRANSPORTATION			
Trip Reduction	Resource Management	Strategies: 1.(1), 1.(2), 1.(3), 1.(4), 1.(6)	The concept of Trip Reduction is discussed in the Concepts, Options and Alternatives Section of the Resource Management Element. The full range of Transportation Demand Management options are outlined in this section.
Peak-Period Truck Travel	Resource Management	Strategies: 1.(19)	
Traffic Flow Improvements	Transportation	Strategies: 1.(5), 1.(6), 1.(7), 1.(9), 1.(14), 1.(15), 1.(16), 1.(17), 1.(27),	Discussion regarding potential Transportation Systems Management options in the Concepts, Options, and Alternatives section of the Resource Management Element.
	Resource Management	1.(12)	
Clean Fuels in Fleet Vehicles	Resource Management	Strategies: 1.(20)	
LAND USE			
Growth Management	Community Development Transportation Housing	Strategies: 3.b.(4), 3.f.(1), 5.e.(1), 5.d.(1), 5.h.(1), 5.j.(2), 5.k.(2), 5.l.(1), 5.m.(1), 5.m.(2), 6.(1), 6.(2), 6.(3), 6.(4), 6.(5), 6.(6), 6.(7) 1.(8), 1.(12), 1.(14) 3.e.(7), 3.e.(25)	In addition to the strategies mentioned, the Hemet General Plan sets about a revised pattern of land use which incorporated the issues of the AQMP. The General Plan Public Services and Facilities Element is also consistent with Measure C requiring the City to set standards for the provision of public services. This element was also approved by the voters on November 4, 1992 as being adequate in meeting the requirements of Measure C.
Sensitive Receptors	Resource Management	Strategies: 1.(14)	The Resource Management Element provides specific strategies for the protection of sensitive receptors.

Resource Management

**Table II-E-1
Hemet General Plan
Air Quality Control Measure Index**

AQMP Issue	Hemet General Plan Element	Implementation Measure	Comments
PARTICULATE AND BUILDING EMISSIONS			
Roads, Parking Lots, and Construction of Roads and Buildings	Resource Management	Strategies: 1.(19)	The Resource Management Element provides for the limitation of fugitive particulate from construction related activities.
Agriculture	Resource Management	Strategies: 1.(19)	The Resource Management Element provide for the limitation of fugitive particulate from construction-related activities.
Building Materials and Methods	Resource Management Housing	Strategies: 1.(20) 3.e.(11), 3.e.(19)	The City of Hemet continually encourages the use of energy saving materials, construction practices, and building methods for new and remodel construction.
Local Government, Residential and Commercial Energy Conservation	Resource Management	Strategies: 1.(20)	The City of Hemet continually encourages the use of energy saving technologies in new construction, and in City buildings and services.
Waste Recycling	Resource Management	Strategies: 1.(21)	Hemet has instituted a number of programs to reduce the amount of waste tipped at local landfills. The Hemet General Plan provides policies for the further reduction of waste generated per the requirements of AB 939.
GOVERNMENT ORGANIZATION			
Coordination of Plans and Programs	Community Development	Strategies: 6.(1), 6.(2), 6.(3), 6.(4), 6.(5), 6.(6), 6.(7)	The City actively encourages ongoing intergovernmental communications in order to ensure a logical transition in city services and appropriate protection of the environment.
Intergovernmental Coordination	Community Development Resource Management	Strategies: 6.(1), 6.(2), 6.(3), 6.(4), 6.(5), 6.(6), 6.(7), 7.(1), 7.(2), 7.(3), 7.(4), 7.(5), 7.(6), 1.(22), 1.(23)	The City actively encourages ongoing intergovernmental communications in order to ensure a logical transition in city services and appropriate protection of the environment.

2. PARKS AND RECREATION

Goal

- ❑ A system of park, recreation, and open space lands of sufficient size and in the appropriate locations to serve the needs of Hemet residents of all ages.

Issues

- ❑ Park and recreation facilities in the Hemet area are supervised and maintained by four different agencies: the City of Hemet, the Valleywide Recreation and Park District, the Hemet Unified School District, and the Riverside County Department of Parks and Recreation. Table II-E-2 summarizes existing and proposed park facilities within the study area.
- ❑ Hemet's unique demographic characteristics lead to unique demands for recreation facilities to support the lifestyles of the area's retired population. It has become evident that a majority of the retired population enjoy the outdoor recreation activities now being offered in the study area. This fact, coupled with the influx of young families seeking more affordable housing, has increased pressures on local recreation agencies to keep up with demand for services.
- ❑ In Hemet, outdoor evening sports on lighted ball fields are popular given the high daytime temperatures in the area. As new young families move into the area, the demand for additional active lighted recreation facilities will increase.
- ❑ Many of Hemet's residents live in developments that provide a variety of recreational amenities geared to serve the immediate project.
 - ▶ Some of these developments provide additional facilities such as golf, putting greens, shuffleboard facilities, and passive recreation areas (e.g., picnic and sitting area.)
 - ▶ Larger master planned facilities are also projected to provide significant open space and recreational amenities within the study area, although most include less intensive uses such as golf, natural open space, and equestrian uses.
- ❑ Of the 686.75 acres of park land which serve the General Plan study area, 644.75 acres are actually located within the study area. This acreage is classified as follows:
- ❑ Hemet's unique demographic characteristics lead to unique demands for recreation facilities to support the lifestyles of the area's retired population. It has become evident that a majority of the retired population enjoy the outdoor recreation activities now being offered in the study area. This fact, coupled with the influx of young families seeking more affordable housing, has increased pressures on local recreation agencies to keep up with demand for services.
- ❑ In Hemet, outdoor evening sports on lighted ball fields are popular given the high daytime temperatures in the area. As new young families move into the area, the demand for additional active lighted recreation facilities will increase.

With the exception of the small and older mobilehome parks, retirement-oriented developments within the City have private recreation facilities that typically include recreation halls and swimming pools.

- ❑ Hemet's unique demographic characteristics lead to unique demands for recreation facilities to support the lifestyles of the area's retired population. It has become evident that a majority of the retired population enjoy the outdoor recreation activities now being offered in the study area. This fact, coupled with the influx of young families seeking more affordable housing, has increased pressures on local recreation agencies to keep up with demand for services.

- ❑ In Hemet, outdoor evening sports on lighted ball fields are popular given the high daytime temperatures in the area. As new young families move into the area, the demand for additional lighted recreation facilities will increase.

- ❑ Many of Hemet's residents live in developments that provide a variety of recreational amenities geared to serve the immediate project.

- ▶ Some of these developments provide additional facilities such as golf, putting greens, shuffleboard facilities, and passive recreation areas (e.g., picnic and sitting area.)

- ▶ Larger master planned facilities are also projected to provide significant open space and recreational amenities within the study area, although most include less intensive uses such as golf, natural open space, and equestrian uses.

- ❑ Of the 686.75 acres of park land which serve the General Plan study area, 644.75 acres are actually located within the study area. This acreage is classified as follows:

Resource Management

- ▶ Mini parks: 1.75 acres
- ▶ Neighborhood Parks: 18.0 acres
- ▶ Community Parks: 176 acres
- ▶ Regional Parks: 485 acres

❑ The amount of park land serving the General Plan study area compares to National Recreation and Parks Association standard as follows:

- ▶ The study area is currently deficient in neighborhood parks and specialized recreation facilities.
- ▶ At present, Community and Regional park acreage appears to meet the needs of the present population within the study area; however, a majority of the acreage is currently unimproved or under construction.
- ▶ In addition to local park facilities, the construction of the Domenigoni Reservoir includes as much as 365.00 acres of new regional park facilities in the southern portion of the study area.

❑ The study area is also experiencing pressures related to increasing needs and a shortage of community recreation centers.

- ▶ Existing facilities are below the NRPA standard of one community center per 25,000 population.
- ▶ The standards further suggest that a recreation building contain a minimum of approximately 11,000 square feet of space and that a senior citizen's complex encompass 1.9 acres including structures and open areas.
- ▶ According to the Hemet Unified School District, local school buildings are planned to be used for more intensive community use, which would help alleviate the immediate existing condition.

Such a Joint Use program would not, however, completely satisfy the future need for additional dedicated community and senior centers since there are limits to the extent to which school facilities can be committed to non-school use; joint control over scheduling, budgets, and maintenance may be of interest to the City.

❑ Recreational facility deficiencies tend to occur in areas where moderate residential densities are expected to replace existing low density rural or agricultural areas, such as is the case in Northeast Hemet, Southeast Hemet, and Southwest Hemet. These neighborhoods represent approximately 50 percent of the buildout population by area, but create over 90 percent of the future need for park facilities.

❑ In addition, rural neighborhoods such as the Diamond Valley area and West Hemet, along with the southwestern portion of Southwest Hemet, should be studied as to their specific recreation needs. It should also be noted that while intensive recreation facilities may be needed in areas near population centers within the study area, outlying rural neighborhoods may desire more passive recreational amenities such as equestrian trails and facilities, hiking and walking trails, and natural open space areas to preserve the rural character of the neighborhood.

❑ In addition to the existing regional park acreage in and around the study area, the construction of the Domenigoni Valley Reservoir is proposed to include two active regional recreation areas. A conceptual recreation plan has been developed in cooperation with the City of Hemet, Riverside County Parks Department, and the Valley Wide Recreation District. Such facilities, when ultimately constructed, will have a positive impact on the City's ability to serve the future regional and local park needs. Such impacts to future park development in the study area are summarized in Table II-E-3.

Table II-E-2
Existing and Proposed Recreational Facilities

City Facilities	Acres	Tot Lot/ Playground	Senior Facilities	Active Ballfields	Tennis Courts	Basketball	Outdoor Theaters	Passive Areas	Picnic Areas	Restrooms	Archaeo- logical	Community Center	Wilder- ness/ Trails
Weston Park	5.0	•	•			•	•		•	•			
Gibble Park	20.0	•	•	•	•	•			•	•			
Welch Green Park	1.0							•					
Southwest Park	100.00	•		•			•		•				•
James Simpson Park ¹	483.00								•	•			•
Lewis Hornes Park	16.0									•			
Spencer Park	0.5							•	•				
Rodeghler Green Park	0.25							•					
Total	625.75												
VALLEY-WIDE FACILITIES													
Santa Fe Field	5.0			•									
Valle Vista Park	4.0	•				•			•				
Valley Regional Park ²	36.0			•	•					•			
Fairview Park ³	8.0												
Searl Youth Sports Park ⁴	10.0			•				•	•				
Total	63.0												
RIVERSIDE COUNTY PARK													
Maze Stone Park	5.0								•		•		
DOMENIGONI RESERVOIR													
East End Recreation Area ⁵	365.0	•	•	•				•	•	•			•
Grand Total	1,058.75												

¹ Outside City Boundaries ² Outside Study Area ³ Currently Undeveloped ⁴ Under Construction ⁵ Proposed

Table II-E-3
Analysis of Park Needs at General Plan Buildout

Neighborhood	Total Population	Park Needs	Existing Park Acreage				Total	Remaining Need	Proposed Parks	Joint Use	Surplus/ (Deficit)
			Mini	NH	CM	RG					
North Hemet	29,304	146.52			40.0	36.0 ¹	76.0	70.52		40	(30.52)
Central Hemet	2,144	10.72	0.50	1.0	5.0	--	6.5	4.22		20	15.78
Northeast Hemet	31,660	158.30					0.0	158.30			(158.30)
Southeast Hemet	41,000	205.00					0.0	158.30			(158.30)
Santa Rosa	6,807	34.04				483.0	483.0				483.00
Domenigoni/Diamond Valley	35,308	176.54	--					176.54	395.00		395.00
Southwest Hemet	26,871	134.36			16.0	100.0	116.0	18.36		10	(8.36)
South Central Hemet	24,345	121.73	0.75				0.75	120.98			(120.98)
Florida Avenue	5,436	27.18					0.0	27.18		40	12.82
Downtown Hemet	4,291	21.46					0.0	21.46		10	(11.46)
Northwest Hemet	18,348	91.74					0.0	91.74			(91.74)
West Hemet	6,574	32.87				5.0	5.0	27.87			(27.87)
Total	232,088	1,160.46									

¹ Park outside study boundaries

According to the Final Environmental Impact Report for the project, the overall conceptual recreation plan includes four components:

- ▶ The reservoir;
- ▶ An East Side Recreation Area;
- ▶ A West Side Recreation Area; and
- ▶ A trail system connecting Domenigoni Valley, Lake Skinner, Crown Valley/Rawson Canyon, Salt Creek, and other surrounding areas.

Reservoir Recreation Activities: Recreation uses proposed for the reservoir facility include sailing, warm water fishing, and pleasure boating. To support these uses, marinas and boat launching facilities have been planned for the northeast and southeast corners of the reservoir.

East Side Recreation Area: This area is proposed to respond to the needs of Hemet residents. Approximately 80 acres have been identified for sports fields (baseball, softball, football, and soccer) and special events (fairs, carnivals, and the like). Approximately 200 acres would be used for an 18-hole golf course, driving range and club house. A naturalized stream and marsh/pond system is also proposed as a way to meet drainage needs.

The East Side Recreation Area is also slated to include a 35-acre lake used for "put-and-take" fishing and recreational paddle boats. As part of a 15-acre group picnic and day use facility, the conceptual plan also includes a separate swim "beach" area for day-use swimming.

South of the 35-acre lake, the plan calls for a 15-acre equestrian center, connected to the proposed regional trail network. These trails would connect to Rawson Canyon, Lake Skinner, and Cactus Valley, along with trails to the north proposed along Salt Creek.

Boat launching facilities would be provided in an area north of the proposed east dam. This area would provide access to both boat and shore fishing.

West Side Recreation Area: Recreational activities on the east side of the reservoir are intended to complement Lake Skinner facilities. Therefore, regional uses, such as camping and marina facilities have been planned.

The West Side Recreation Area has been proposed to include three water oriented recreation facilities. A 15- to 20-acre lake to be used for "put-and take" fishing, model boating, and possible paddle boating within a 100-acre day-use and picnic area is proposed in the northern portion of the area. Adjacent to this facility, an 8-acre swim beach, concession facility, and water slide are being considered. Other recreation areas for informal recreation activities will be provided in and around the area.

The southern portion of the area would be devoted to open space, a 20- to 25-acre lake, and over 500 camping sites. All camping sites would be served by restrooms, hook-ups, and trail and access roads. A 250-slip marina and 8-lane boat ramp is proposed at the south end of the dam. This facility would be the main access for boating at the west end of the reservoir. Concession facilities, a camp store, and service station are also contemplated in the marina area.

Hiking and biking trails would connect to the Riverside County Regional Trails System's San Diego Canal right-of-way, tying into the Salt Creek and Rawson Canyon trails.

Trails System: An interconnected trails system is proposed as part of the reservoir development. East Side Recreation Area trails are proposed to connect with the Salt Creek trail system, creating ties to the future high school site and Southwest Park. A 6.5-mile crest trail is also proposed to connect east and west recreation facilities, as well as providing overlook opportunities into the reservoir and the Hemet/San Jacinto valley. An

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Resource Management

extensive multi-use trail system is proposed on the West Side Recreation Area which will include equestrian, mountain bikes, touring bikes, hikers and runners. Access to camping facilities via this trail system will provide both short-term and long-term (day hike, overnight camping) recreational opportunities.

Visitation and traffic projections related to proposed recreation facilities are included in Table II-E-5a and II-E-5b.

Concepts

- ❑ Central to the provision of new park facilities within the City of Hemet is the concept of joint school-park facilities. This concept emphasizes locating and using park and school facilities together as village or neighborhood cores. The ability to provide recreational opportunities within school sites will assist in providing park lands for existing developed neighborhoods.
- ❑ Development impact fees will be used to ensure that the performance standard for parks included within the Public Services and Facilities Element is met for new development.
- ❑ In addition to the provision of public parks, large-scale developments within Hemet, particularly senior projects, have provided private recreational facilities. The concept of private provision of park and recreational lands is endorsed by the General Plan.

Strategies

- (1) Implement the joint school/park facility concept described under school facilities.
- (2) Conduct an annual assessment of park and recreation facilities and services, evaluating adequacy of facilities serving the City; personnel staffing and program needs; and five year facility, equipment, and staffing needs based on anticipated growth and desired level of service.

- (3) Prepare and adopt a Master Plan of Parks and Recreation to identify specific future sites for parks and recreational open space by:

- ▶ Coordinating with State and County agencies to encourage the use of existing and planned flood control rights-of-way, reservoirs, floodplains, and utility easements for open space and both active and passive recreational uses.
- ▶ Incorporating, where feasible, the use of the Salt Creek Channel and other drainage channels and easements for recreational and open space uses.
- ▶ Locating and designating specific sites for other future park acreage and recreational facilities.
- ▶ Establishing conceptual green belt networks throughout the City, linking major activity and open space areas and providing a program to implement the linkages as development projects are proposed.

- (4) Within areas designated on the Hemet General Plan Land Use Map for mixed senior/family housing, identify and plan for recreational facilities which have separate areas, where appropriate, or can be used on a joint use basis by the following identified user groups:

- ▶ Active Seniors
- ▶ Organized Senior Groups and Sport Organizations
- ▶ Active Youth Groups and Sport Organizations
- ▶ Family Groups
- ▶ Youths
- ▶ Parents/Toddlers

Resource Management

- (5) Incorporate the guidelines and standards outlined in Table II-E-4 and Figure II-E-1 in park location and development decisions.
- (6) Within areas designated on the Hemet General Plan Land Use map for senior housing, design recreation facilities specifically for "senior use," providing for those activities in which seniors tend to engage, and protecting such areas from incompatible uses.
- (7) Adopt a density bonus program for development which includes usable park and open space lands above the required standard.
- (8) Require that new specific plans incorporate sufficient park and recreation facilities, along with natural open space areas, where appropriate, to serve the needs of their future residents.

Table II-E-4
Recreation Facilities Guidelines

Primary Function	Space Standard	Service Area Radius	Tot Lot	Picnic Area	Passive Area	Restrooms	Basketball	Volleyball	Tennis	Baseball	Soccer	Community Center	Nature	Swimming
Passive	Up to 1 AC	1/4 mi.	●	●	●									
Passive/ Active	5-20 AC	1/2 mi.	●	●	●	■	■	■	■	◆	◆			
Active	20-40 AC	1-2 mi.	●	●	●	●	●	■	■	■	■	◆	◆	◆
Passive/ Active	40-Above	5 mi.		●	●	●	■	■	■	■	■		■	■

- Facility Should be Included in All Parks
- Facility May be Included in Park
- ◆ Facility Will be Limited to a Few Parks

Resource Management

Table II-E-5a
Domenigoni Valley Reservoir East Side Recreation Area
Visitation and Traffic Projections

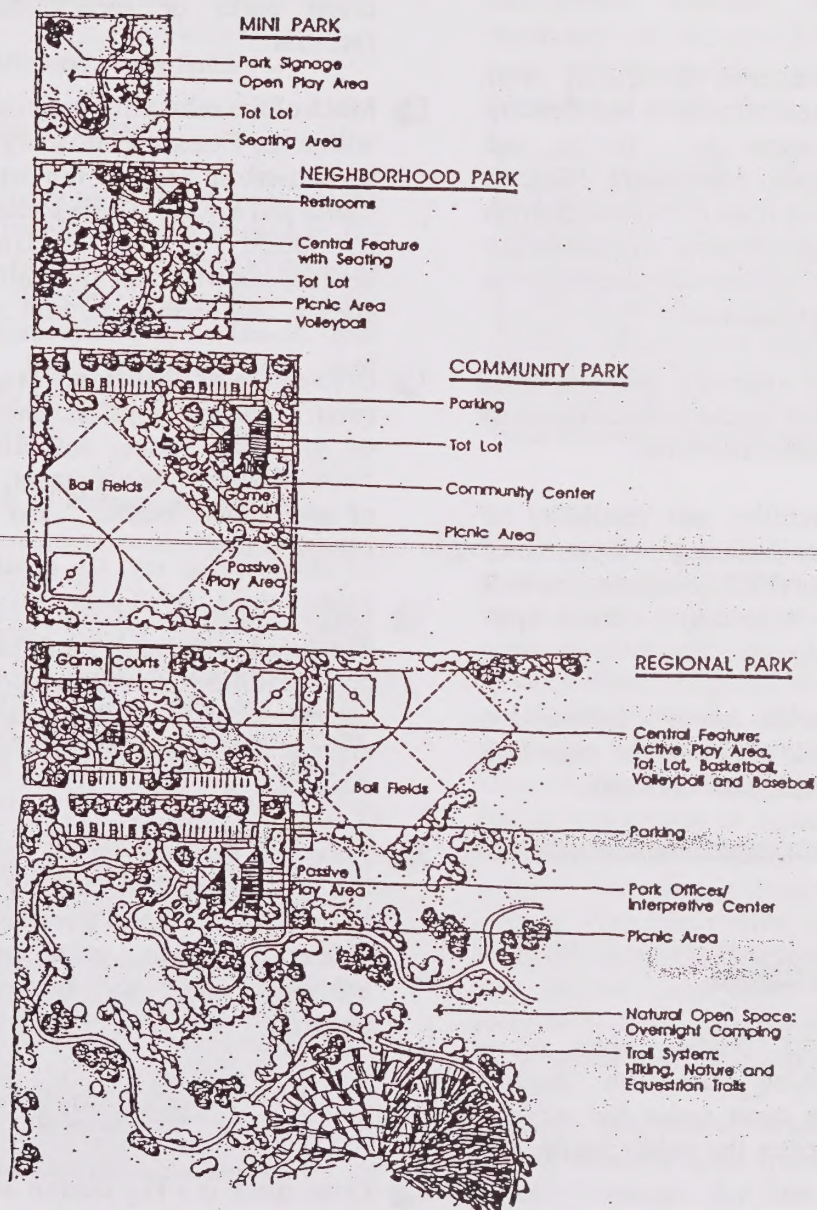
East Side Facilities	Annual Capacity Visitation Days	Capacity Vehicles Busy Weekend Day
Day use - beach/lake area		
650 parking spaces (650 x 4 people/car x 1.5 turnover x 100)	390,000	975
Equestrian center (300 x 100)	30,000	100
Lake access area - picnic 100 x 4 people/car x 2 turnover x 100	80,000	200
Lake access area - launching (240 x 3 people/car x 1.5 turnover x 100)	108,000 80,000	300 200
Golf		
Sport fields (450 x 2 people/car x 100)	90,000	450
Total	778,000	2,225
Capacity		
Annual total visitation		778,000
Busy weekend day - people		7,780
Busy weekend day - vehicles		2,225
Projected year 1 - (60% of capacity)		
Annual total visitation		466,800
Busy weekend day - people		4,668
Busy weekend day - vehicles		1,335
Projected year 5 - (85% of capacity)		
Annual total visitation		661,300
Busy weekend days - people		6,613
Busy weekend days - vehicles		1,891

Table II-E-5b
Domenigoni Valley Reservoir West Side Recreation Area
Visitation and Traffic Projections

West Side Facilities	Annual Capacity Visitation Days	Capacity Vehicles Busy Weekend Day
Family camping 420 - 450 user days/year	189,000	420
Group camping 150 x 400 user days/year	60,000	150
Day use - beach/picnic 650 x 4 people/car x 2 turnover x 60% x 100) (40% related to camping)	312,000	780
Day use - picnic & shore fishing 100 x 3 people/car x 1.5 turnover x 60% x 100 (60% related to camping)	27,000	90
Launched boating 250 x 3 people/car x 2 turnover x 40% x 100 (60% related to camping)	60,000	200
Marina boating 250 x 3 people/boat x 20% @ 1 time x 100	15,000	50
Miscellaneous marina area usage 100 x 3 people/car x 2 turnover x 100	60,000	200
Total	723,000	1,890
Capacity		
Annual total visitation		723,000
Busy weekend day - people		7,230
Busy weekend day - vehicles		1,890
Projected year 1 (60% of capacity)		
Annual total visitation		433,800
Busy weekend day - people		4,338
Busy weekend day - vehicles		1,134
Projected year 5 - (85% of capacity)		
Annual total visitation		614,550
Busy weekend days - people		6,145
Busy weekend days - vehicles		1,606

Resource Management

Figure II-E-1
Park Development Guidelines



(9) As a supplement to existing development fees, explore the following funding and acquisition sources for the acquisition and preservation of land suitable for greenbelt, habitat preservation, and other natural open space areas:

- ▶ Establish Assessment District(s) over undeveloped areas to acquire and develop open space resources. Pursue and establish separate Assessment Districts within developed areas to fund acquisition and development of parks and recreation facilities, and open spaces necessary to make up existing deficits.
- ▶ Work with private corporations, foundations, and nature conservancies to acquire open space resources.

(10) Explore the desirability and feasibility of developing and implementing a Transfer of Development Rights (TDR) ordinance, as well as other options, to preserve natural open space areas.

(11) Conduct a citywide public information program to provide information regarding proposed park development concepts.

3. OPEN SPACE

Goal

- ❑ Take advantage of existing open space opportunities which conserve natural resources, provide open space for outdoor recreation, and protect the public health and safety.

Issues

- ❑ Open space devoted to agriculture encompasses a large portion of the City's total area. As agricultural areas discontinue farming and are replaced by urban and rural uses, this open space resource will diminish.

- ❑ Vacant land represents approximately 40 percent of land use in the study area. Within the City limits, the parcels are usually small, but still represent a potential resource to reduce overcrowding, and to provide future urban parks or recreational open space facilities.

- ❑ Much of the substantial undevelopable acreage within the General Plan Study Area is limited to non-urban uses in the interest of public health and safety. These include hazards such as flood plains, drainage swales, boulder-strewn areas, steep hillsides subject to sliding, and earthquake fault zones.

- ❑ Conversion of open space areas to urban and rural residential uses encompasses a number of potential issues, including isolated or "checkerboard" development, the reservation of open space "buffers," and future land use compatibility.

- ❑ Large expanses of open space between developed areas may result in an inability to provide utilities, adequate roads, or police and fire protection to isolated unincorporated rural areas at the same levels provided to other City residents.

- ❑ Programs for open space preservation must recognize individual property rights and costs to landowners. Local government, through its planning process, must provide for an economic use of land, or must purchase the property.

Concepts

- ❑ Open space is a key feature within the Hemet study area, and can be an important regulator of density and environmental resources in the community. A large percentage of the study area's acreage is presently in open space, and falls into the following classifications:

- ▶ lands for preservation of natural resources (e.g. habitat conservation areas)

Resource Management

- ▶ lands for managed production of resources, including agriculture
- ▶ vacant, undeveloped, or underutilized land
- ▶ outdoor recreation areas
- ▶ public health and safety lands
- ▶ public utility corridors

□ The options for the use of open space for the community's benefit are only limited to the balance which must be maintained to preserve natural areas. The following options for the use, development and conservation of open space within the community will need individual study on a case by case basis before being implemented.

□ Within the General Plan Study area are several sensitive biological habitats, including unique plant communities located along the San Diego Aqueduct. Protection of these areas will occur through requirements for site-specific biology studies and the application of site-specific mitigation which may include onsite preservation and the provision of buffer areas.

Concepts and strategies for the protection of sensitive biological resources are included in the Biological Resources section of the Resource Management Element.

Preservation of Natural Resources

□ Open space lands for the preservation of natural resources are those lands which possess significant natural value. A major proportion of the study area's open space consists of such lands. The San Jacinto Mountains, San Bernardino National Forest, Badlands, San Jacinto Valley, Lakeview Mountains, Santa Rosa Hills, Domenigoni Mountains and Diamond Valley area with its associated foothills, typify the rugged open space encircling the study area.

Concepts for the hillside development management are included in the General Plan Design Appendix.

Options for the development of these areas for urban or rural uses, as well as active recreation are limited; however, the value of their natural viewshed is irreplaceable. Protection of these hillside areas will be accomplished through the application of hillside development management.

□ The study area's agricultural and natural open space also provide Hemet with the option to reserve clear buffer zones and unobstructed views in areas with limited topography. The General Plan recognizes that agriculture will not survive long-term within the study area as a viable economic use. Therefore, the General Plan includes programs to ensure the logical conversion of agricultural lands into urban and rural uses. As development extends into the outlying portions of the General Plan Study Area, decisions as to the most appropriate balance of natural viewshed, and passive open space which is to be integrated into new urban and rural developments will be necessary.

□ Lands for outdoor recreation are an important part of Hemet's open space inventory. The primary concept for the acquisition and expansion of existing recreational lands and facilities is to use development impact fees and pursue joint use of facilities with the Hemet Unified School District. In addition, the General Plan proposes a system of multi-use trails, including joint use of utility rights-of-way within the General Plan study area.

Concepts and strategies related to park needs and development are provided within the Parks and Recreation section of the Resource Management Element. Concepts and strategies related to trails are included within the Transportation Element.

rights-of-way. Traditionally, such corridors are single purpose. The concept for multi-purpose corridors is to provide for a utility corridor which accommodates many utility needs, recreation, trails, flood control, and environmental mitigation land banks and reserves.

Trails concepts and strategies are included in the Transportation Element.

- ❑ Open space lands for public health and safety encompass lands whose active use would create significant hazards. Within the Hemet General Plan study area, the following open space lands for public health and safety have been established:

- ▶ San Jacinto fault zone setbacks;
- ▶ existing flood plains in the absence of flood control improvements;
- ▶ steep, rocky hillsides; and
- ▶ safety zones surrounding Hemet-Ryan Airport.

Specific concepts and strategies for the management of public health and safety hazards are provided in the Public Health and Safety Element.

- ❑ Unconstrained open space provides the opportunity to pre-plan the integration of active and passive recreational components of a development. The development of trails, parks, and recreational activity centers can be woven into the fabric of new developments through the use of thoughtful design techniques. Designs which emphasize the "pedestrian/recreation-oriented resident" will serve to further promote the community's desired character. Open space concepts may also provide the ability to integrate public or private commercial recreational opportunities such as golf courses, cycle parks and equestrian facilities.

- ❑ Open space provides a low-investment means of handling areas with drainage problems, unstable geologic conditions, and other obstacles to development, while retaining wildlife habitat areas, recreation opportunities and aesthetic values of the community.

Strategies

- ❑ A number of major public utility corridors are located within the General Plan study area, including the San Diego Aqueduct and flood control facilities. These corridors provide opportunities not only for the operation of the entity owning the right-of-way, but also present opportunities for the establishment of a comprehensive local trail system. A multi-use concept is proposed for utility corridors to broaden the range of public uses, which can take place in large public

- (1) Incorporate existing and planned utility rights-of-way as both active and passive open space corridors. Continue working with EMWD, MWD, and Riverside County Flood Control and Water Conservation Districts to secure multi-use corridors along Salt Creek, the San Diego Aqueduct, Newport Road realignment, and others.

Resource Management

- (2) Investigate the desirability and feasibility of expanding development impact fees for parks to include funds to be used for the acquisition of natural open spaces.
- (3) Require the provision of open space and recreation areas within the urban residential portions of the City. Within the rural residential portions of the study area, emphasize the provision of equestrian trails and the preservation of natural land forms and vegetation.
- (4) Compile and maintain a survey of vacant land use within the City as a data base for future acquisition as permanent open space corridors.
- (5) Unless there is an overriding public recreation need, require that open space areas which are set aside for open space as part of a development project be maintained privately. Require that open space easements, deed restrictions, and/or other such restrictions be granted and recorded over portions of development sites which are set aside for open space purposes.
- (6) Conduct an inventory of lands which were set aside for open space as part of previous development approvals, and designate such lands as non-developable open space. In preparing this inventory, deem that lands set aside in previous development projects which were not clearly reserved for future development, were to be preserved as natural open space.

4. BIOLOGICAL RESOURCES

Goal

- ❑ The management of rare, endangered, and candidate species and their habitats through appropriate and accepted preservation programs.

Issues

- ❑ The General Plan study area contains several distinct geographical features such as stream channels, isolated hills, an alluvial plain, rocky uplands, and several mountain ranges. These features support diverse plant communities and wildlife habitats.

Detailed information regarding plant communities and habitats within the General Plan study area is provided in the Biological Resources section of the Existing Setting Report.

- ❑ The more diverse inland sage scrub and chaparral communities present within the study area will be impacted to the extent that development moves into canyon and hillside areas. Individual hills containing sage scrub vegetation that are isolated by surrounding development should not be considered valuable in terms of biological habitat. Small, isolated populations of plants or animals do not generally maintain adequate genetic diversity to be of long-term ecological value. The exception to this rule would be large trees that could provide roosting or perching sites for raptors.
- ❑ The limited riparian vegetation that exists near reservoirs, lakes, stream channels, and other water features will be impacted as development occurs and flood control improvements are constructed and man-made structures replace natural drainage courses.
- ❑ Certain plant species are considered, however, to be sensitive for reasons or combination of reasons related to rarity, limited availability, unusual characteristic, prime condition, and pending threats. In some instances, the threat to these species, or their habitats warrants official state or federal rare, threatened, or

endangered status. A majority of these biologically sensitive vegetation areas are located primarily along the San Diego Canal in the western portion of the study area. In addition, sensitive plant species can also be found in the Domenigoni Valley. Figure II-E-2 depicts the area of sensitivity and the type of sensitive species in the Hemet study area.

The following sensitive plants are found in the Hemet study area and are classified as rare, threatened or endangered:

- ▶ San Jacinto Valley Saltbush
(*Atriplex coronata* var. *notatior*)
- ▶ Prostrate Navarretia
(*Navarretia fossalis*)
- ▶ Thread-Leaved Brodiaea
(*Brodiaea filifolia*)
- ▶ Payson's Jewelflower
(*Caulanthus simulans*)
- ▶ Smooth Tarweed*
(*Hemizonia laevis*)
- ▶ Little Mousetail
(*Myosurus minimus apus*)
- ▶ Slender Horned Spineflower
(*Dodecahema leptoceras*)

* Not State or Federally listed, but considered by City of Hemet as sensitive for the Hemet region.

- In addition to the sensitive plant species in the Hemet study area, several blueline streams are present. Blueline streams are considered sensitive because of the riparian vegetation and animal species they support. Most of the blueline streams in the Hemet region are located outside of the City, within Reinhardt Canyon, Domenigoni Valley, Goodhart Canyon, Santa Rosa Hills, and Bautista Creek, and local wash areas.

- The City of Hemet is a member of the Riverside County Habitat Conservation Agency (RCHCA), which was formed in 1989 to develop a habitat conservation plan for the Steven Kangaroo Rat. The Agency role was expanded in 1992 to form a consortium of the RCHCA, the Riverside County Park and Open Space and Western Riverside Council of Governments (WRCOG) for the purpose of addressing multi-species issues beginning with a study of coastal sage habitat areas.

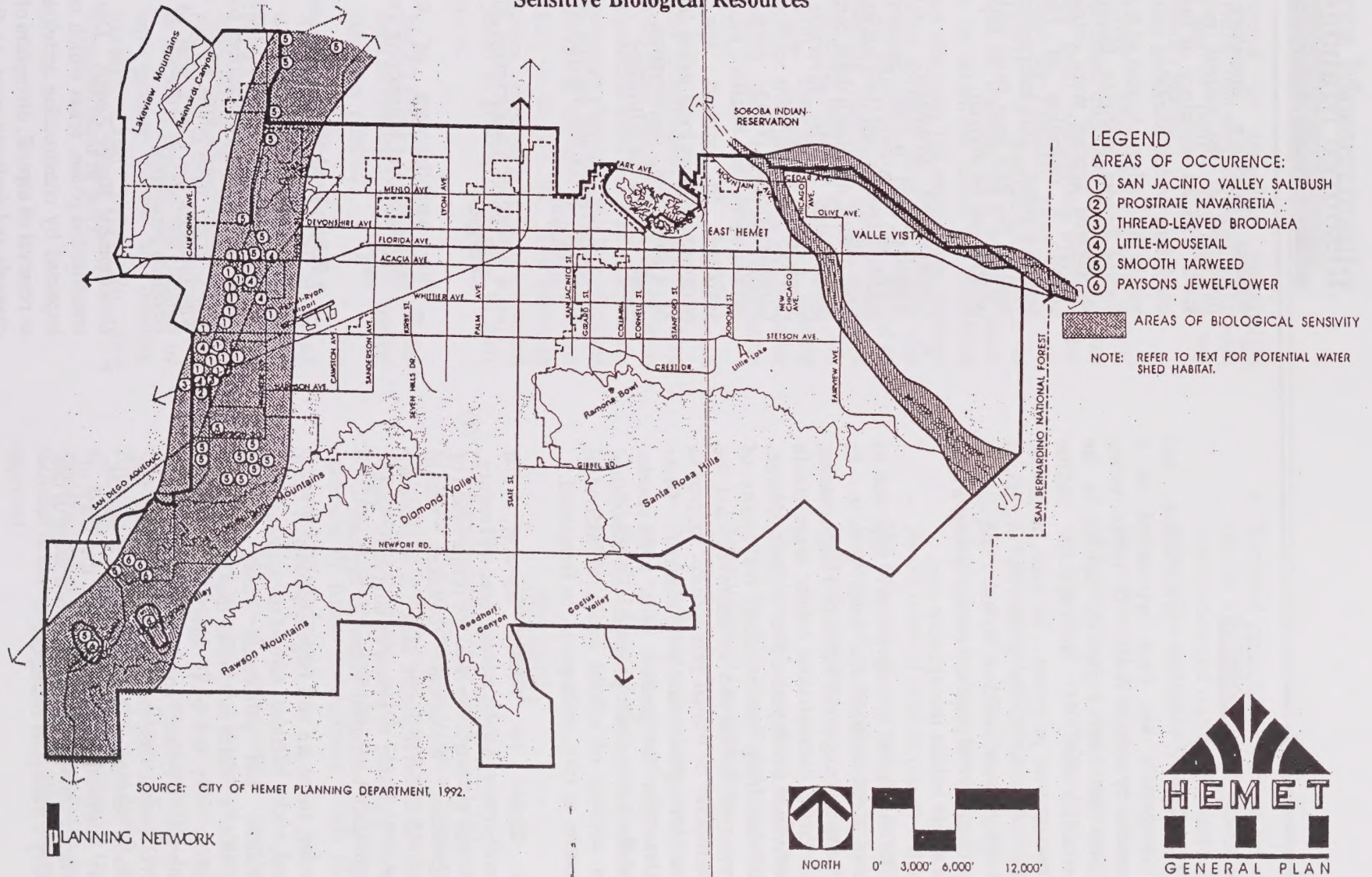
- The temporary restriction against development also applies to two small areas south and east of the City that were found to contain Stephen's Kangaroo Rats, and to any lands that are subsequently found to contain appropriate habitat or individuals of the species. Once an Interim Plan is adopted, developments outside of a designated preservation area will have to provide a mitigation fee to help fund the preservation plan.

- The Slender Horned Spineflower, another federally protected species, does not as yet have a Habitat Mitigation Plan in place. Future development must be sensitive to the protection of this species.

- At present, the following plants and animals are classified as Category 2 species, and are being considered by the U.S. Fish and Wildlife Service for reclassification as endangered or threatened species:

- ▶ Orange-Throated Whiptail
- ▶ Los Angeles Pocket Mouse
- ▶ San Diego Horned Lizard
- ▶ California Tiger Salamander
- ▶ Payson's Jewelflower
- ▶ Ferruginous Hawk

Figure II-E-2
Sensitive Biological Resources



Concepts

- ❑ Traditionally, habitat preservation and management has been approached on a species-by-species basis. In recent years, there has been a growing interest in the establishment of multi-species habitat management programs. In these programs, the emphasis is on preserving significant habitats with sufficient diversity and area to protect several plant and animal species within a single habitat management area.

The concept of a comprehensive approach to habitat management has much to offer. In deemphasizing preservation of a large number of small, discontinuous habitat areas within individual development sites in favor of large, self-sustaining habitat areas, the quality of preserved habitat can be improved, and the disruption of habitat preservation to growth and development can be minimized. These advantages are greatest when multi-species habitat management programs are established in advance of official listing of individual species as rare, endangered, or threatened.

It should be noted, however, that multi-species habitat management will reduce, but not eliminate the need for preservation of significant biological resources within individual development sites. It is generally more desirable to preserve unique or highly significant biological resources in place.

- ❑ Today, there are still large expanses of open land, rocky hillsides, natural stream channels, wildlife, and panoramic views of the mountains which surround the San Jacinto Valley. As the built environment grows outward, physical encroachment of urban development has the potential to erode the natural balance of existing biological habitat. The following concepts reflect the City of Hemet's commitment to the stewardship of the valley's biological resources.

- ▶ *Natural Resource Inventory:* The protection of the natural environment starts with an inventory of the existing conditions within identified natural areas within the Valley. As part of the Existing Setting Report, sensitive, threatened and endangered species were catalogued to provide a definition of biologically sensitive areas. This information will be used as the data base from which future policies can be derived.

- ▶ *Conservation Strategies:* Alternative methods used in the conservation of sensitive species and their habitats range from setting up large habitat conservation plans, such as the Riverside County Stephen's Kangaroo Rat Habitat Conservation Plan now under development, to smaller local efforts designed to protect the natural environment from local urban influences. At a minimum, conservation programs should include the following:

- An inventory and analysis of existing conditions;
- a variety of Conservation alternative strategies;
- the establishment of Funding, Mitigation and Monitoring Programs; and
- a Public Participation program.

- ▶ *Conservation Options and Suggestions:* The following section describes biological conservation suggestions which, if used, will promote the City's goal of natural resource protection

- ▶ *Development Buffer Zones:* During the construction phase, areas which might be impacted by construction activities, such as removal of topsoil, disruption of stream channels and drainage areas, or disruption or degradation of habitat areas, can be

Resource Management

protected by separating construction activities from sensitive resources through the use of buffers and setbacks and protective fencing.

- ▶ *Existing Ecosystem Preservation:* Established trees and plant material can suffer from construction practices that change the drainage patterns and soil chemistry. A construction practice as simple as washing out a concrete truck can be disastrous, since the lime-filled water can easily kill nearby trees, damage riparian foraging areas and damage the soil for future plantings. One method of preserving vegetation in and around a construction project is to identify a "life support envelope" around existing significant trees and plants which can be protected from hazardous construction practices.

- ▶ *On-site Construction Guidelines:* More detailed plans which identify the location of significant trees and plant material on construction plans can also help translate preservation concepts to those persons working on the job site. The following describes suggested criteria which would be added to grading plans prior to their approval.

- Mature trees of 6" diameter or greater shall be protected from indiscriminate cutting or removal.
- All mature trees to be preserved within a development project shall be enclosed by an appropriate construction barrier, such as chain link fencing or other means acceptable to the City, prior to the issuance of any grading permit or building permit, and prior to the commencement of work.

- Required construction barriers are to remain in place during all phases of construction and may not be removed without the consent of the City.
- No substantial disruption or removal of the structural or absorptive roots of any trees shall be permitted.
- No fill material shall be placed within three feet (3') from the outer trunk circumference of any tree.
- No fill material shall be placed within the drip line of any tree without the approval of a qualified arborist or landscape architect.
- No substantial compaction of the soil within the drip line of any tree being preserved shall be undertaken.
- No construction, including structures and walls, that disrupts the root system of a preserved tree shall be permitted.

Strategies

- (1) Use the consortium of RCHCA, WRCOG and Riverside County Park and Open Space to promote the multi-species approach to habitat management programs which can be used to mitigate expected impacts on biological resources of future development within the General Plan study area.
- (2) Require biological assessments to be performed by a qualified biologist in areas where the existence of rare or endangered species is known or can reasonably be expected to exist, using Figure I-8 of the Existing Setting Report and Figure II-E-2 as a guide. In addition, require the implementation of the recommendations included in biological reports as a condition of approval.

(3) Require all development, including roads, proposed adjacent to sensitive biological areas identified on Figure II-E-2, blue line streams, and riparian and other biologically sensitive habitats to provide adequate buffers and be set back a sufficient distance to eliminate significant impacts to such areas.

(4) Require that new development follow General Plan Concepts regarding the preservation of existing mature trees.

(5) Where the removal of existing trees is reasonably unavoidable, all mature tree removals (those with 4" diameters or greater), require replacement at a 3 to 1 ratio, with 15 gallon minimum sized nursery trees, with the following exceptions:

- ▶ Permit relocation within the site in lieu of replacement at a 3 to 1 ratio if determined feasible by an arborist or landscape architect.
- ▶ Where citrus, or other tree types planted for agricultural production or natural groves exist on-site and render replacement at a 3 to 1 ratio impractical, preserve such groves or portions thereof, to the extent feasible, for incorporation into the design of the project. (i.e. models, natural landscape, common open space, trail dedications, etc.)

(6) Where preservation and conservation of biological resources depends upon mitigation measures adopted as conditions of approval, establish the following monitoring programs:

- ▶ All discretionary approvals requiring mitigation measures for impacts to biological resources shall include the condition that the mitigation measures be monitored and modified, if necessary, unless a finding is made that such monitoring is not feasible.

- ▶ The monitoring program shall be designed to determine if the mitigation measures were implemented and if they were effective.

- ▶ The monitoring program shall be funded by the project applicant to ensure compliance with and effectiveness of conditions of approval.

- ▶ Explore opportunities of land banking of both sensitive species and their habitats for use in future mitigation programs (see multi-use corridor concept).

5. WATER RESOURCES

Goal

- Ensure the availability of water to support future growth and change in Hemet through a combination of water conservation, water reuse, protection of groundwater quality, and import of additional water during periods when extra supplies are available to maximize groundwater recharge.

Issues

- The General Plan study area is within the San Jacinto River Watershed of the Santa Ana River Basin. While much of the water from the annual rainfall runs off the surrounding mountains and flows west across the San Jacinto Valley, some of this water provides surface water supplies for various domestic uses. A significant amount of water is needed to percolate down into the ground to recharge the regional underground water supply.

Resource Management

❑ Long-term growth in the study area will depend on non-local sources of water, primarily water imported by the Eastern Municipal Water District through the Metropolitan Water District. To some degree, the amount of imported water needed to support additional growth can be reduced by additional recharge of groundwater supplies with local surface water.

❑ While a number of local geological features (such as mountains) consist of impermeable materials that do not bear water, the majority of the study area contains extensive groundwater resources. The largest is the Hemet Basin, which underlies approximately two-thirds of the study area with water-bearing strata. This basin has a potential capacity of one million acre-feet (326 billion gallons). However, the basin presently contains 640,000 acre-feet (209 billion gallons) and is not being fully replenished because of low annual rainfall and overdrafting by local water users.

❑ Water service in the General Plan study area is provided by the City of Hemet, Lake Hemet Municipal Water District (LHMWD), and Eastern Municipal Water District (EMWD) within their respective service areas (see Figure II-E-3).

❑ The City of Hemet's water service area generally consists of the built up central portion of the General Plan study area.

Although Hemet's water service area is generally built out, more than 480 acres of undeveloped land exists within the area.

In addition to small vacant parcels, major undeveloped lands within the City's service area include the area just east of Hemet-Ryan Airport near Sanderson and Acacia, as well as lands near the Stetson/Sanderson and Stetson/State intersections.

Based on standard water consumption factors, it is estimated that an additional two million gallons per day (mgd) or approximately 2,200 acre-feet per year of water will need to be produced by the City to support new development within its water service area.

❑ To meet the demands of future customers, the City has identified a number of capital improvement projects, including projects to secure additional water supplies, water system operations improvements, and pipeline upgrades.

Costs for system-wide improvements which will benefit all water users, such as construction of an emergency connection to the EMWD water system and upgrade of the telemetry system have been prorated between the current water needs of the existing population (approximately 6,300 acre-feet per year) and the needs of future development (2,200 acre-feet per year).

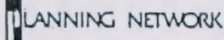
Other projects are allocated 100 percent either to existing development or new development based on whether the project is to correct existing deficiencies in the water system, or if the project is needed solely because of new development.

❑ The Lake Hemet Municipal Water District presently serves 14,000 acres (21.9 square miles) in the northeastern portion of the General Plan study area.

Approximately half of the land within the district is undeveloped (6,629 acres).

By the year 2010, the District projects that it will serve an additional 20,000 dwelling units and 51,000 residents. This represents an increase of 7.65 million gallons of water per day (mgd) over the existing 7.5 mgd currently supplied by the District to its customers.

Figure II-E-3
Water District Boundaries



Resource Management

□ Eastern Municipal Water District (EMWD) serves the balance of the General Plan study area, approximately 7,277 acres (11.35 square miles). EMWD also serves as a water wholesaler to the City of Hemet and Lake Hemet Municipal Water District, importing water supplies from the Metropolitan Water District to augment local supplies.

□ The availability of long-term water resources to support projected growth is a critical issue throughout the State of California. Local water supplies are not adequate to support area population growth. Thus, there will be an increasing reliance on imported water.

The Metropolitan Water District projects that it has sufficient commitments from the State Water Project and other sources to support projected growth in Southern California in normal and wet years through the Year 2010.

During extended drought periods, such as the one now being experienced throughout the State of California, cutbacks in water deliveries from the State Water Project and other sources are a short-term reality.

Unless the remaining portions of the State Water Project are constructed within the next twenty years, MWD will not be able to provide sufficient water to support the projected population within Southern California after the year 2010.

The Domenigoni Reservoir will provide "carryover" water storage supplies for drought years; however, with construction of this reservoir, local water shortages could result in extended drought periods.

Concepts

□ The City of Hemet recognizes the importance of managing water resources within the valley. Decreasing the dependence on imported water through the use of water conservation measures increases the chances

of recovery in the event of drought or other emergency. Methods by which the City will ensure the protection of natural watershed areas as the study area develops include:

- ▶ The promotion of domestic and business water conservation programs and alternatives.
- ▶ Encouraging water purveyors to require that reclaimed wastewater, stored rainwater, or household gray water be used for landscape irrigation.
- ▶ Encouraging a wide variety of landscape, irrigation and maintenance techniques which promote wise water use (see Table II-E-6).
- ▶ Promoting inter-agency programs designed to encourage water conservation and reuse through volunteer efforts and public education programs.
- ▶ Implementing the specific water conservation and reclamation techniques described in Table II-E-6.

□ The City of Hemet will continue to require that new developments provide such water facilities as are necessary to ensure adequate service to new development without impacting existing development. This will require a specific review of the water facility needs of new projects as part of the development review process.

□ In areas outside of the City's water service boundaries, the City will work with water agencies to ensure that adequate water facilities are available to meet future demands.

Table II-E-6
Water Conservation and Reclamation Concepts

Protection of Natural Watershed for Ground Water Recharge

Retention of hillside watershed areas with slopes greater than 25% in large acreage to preserve existing terrain and watershed areas.

Limiting the clearing of natural vegetation in hillside watershed areas with slopes of less than 25% to that necessary for access roads, homesite, and fire breaks.

Retention of major creeks and other natural drainage courses in their natural state and preservation of the natural hydrology, unless the protection of life and property necessitate man-made improvements.

Where feasible, direct storm waters collected in streets and drainage systems to settling basins or small lakes within both active and passive recreation areas.

Discouraging the use of vinyl under rockscaping to enhance permeation of water to underground aquifers.

Importing extra supplies to recharge during wet years for storage and use in dry years

Limiting development of large floodplain and aquifer recharge areas to maximize pervious surfaces during rainfall and will help retain underground water levels and prevent ground subsidence.

Domestic Water Conservation

Installation of flush valve operated water closets in all new and resold residences which are limited to one and one-half gallons per flush.

Installation of drinking fountains equipped with self-closing valves.

Insulation of all hot water lines for the purpose of providing hot water faster with less water waste, and keeping hot water pipes from heating cold water pipes.

Encouragement of thermostatically controlled mixing valves for baths and showers, and water conserving models of washers and dishwashers.

Installation of low flow faucets and shower heads be installed in all new development.

Water Reclamation

Use of reclaimed wastewater, stored rainwater, or household gray water for landscape irrigation

In cooperation with adjacent communities and area water purveyors, development of a plan to initiate the use of reclaimed water.

Requirements for new development and, where feasible, existing development to include dual water systems.

In coordination with local water purveyors, establishment of a public education program which provides information to City residents and businesses regarding the potential and advantages for reuse of water.

Coordination with local and regional water purveyors on programs which charge variable water rates based on amount of usage to encourage conservation.

Resource Management

Table II-E-6
Water Conservation and Reclamation Concepts

Landscaping and Maintenance

Use of primary native and drought-tolerant plants as outlined in Table II-E-8 and use of turf only where required in development review and the approval of landscape plans, unless reclaimed water is being used for irrigation purposes.

To the extent possible, the preservation of existing native trees and shrubs, as established plants are often adapted to low water consumption.

Use of drip irrigation systems, as well as automated systems which monitor moisture

Irrigation design which groups plants of similar water demands and which eliminates watering of impervious surfaces

In conjunction with the review and approval of all single family detached residential model home complexes, standards which set a minimum, that at least one or more of the units incorporate a drought-tolerant planting concept in accordance with Table II-E-7. In addition, information to home buyers regarding drought-tolerant planting concepts should be provided.

Municipal Programs

Monthly water usage history provided by local water companies similar to other utilities.

In cooperation with local and regional water agencies, pamphlets for public distribution that describe water saving irrigation practices; xeriscape landscaping practices; resources for low water gardening; and gray water recycling systems.

Support of the development of reservoirs in the Valley in order to increase water percolation into aquifers serving the Hemet area.

Table II-E-7
Steps to More Drought-Tolerant Landscaping

STEP 1: PLAN YOUR LANDSCAPE		
A.	Analyze your site	Draw a scale plot plan of your site and indicate its important features, such as your house, sidewalks and patios, slopes, drainage, wind and sun direction, noise sources and good and bad views. This analysis will help you identify the site's problems and advantages, and help in choosing plants and other landscape elements.
B.	Analyze your needs	Do you want a play area? A space to entertain friends? A vegetable garden or storage area? Make a list of how you want to use your landscape. Circle where these uses will best fit on the scale plot plan.
C.	Examine soil	Determining the soil's texture, depth, fertility and pH will help in choosing plants and soil amendments and in creating a watering schedule.
D.	Choose appropriate plants	Once you know your site's physical features and have decided how you want to use the landscape, choose plants appropriate to your site and your needs.
E.	Plan an efficient irrigation system	An efficient irrigation system gets the right amount of water to the right place at the right time.
STEP 2: INSTALL YOUR LANDSCAPE		
A.	Build structures first	Any new sidewalks, decks, patios, fences, retaining walls, etc., should be built before installing the rest of your landscape. This will prevent damage to the irrigation system and plants.
B.	Improve your soil	If your soil has poor structure, fertility, or pH, you can improve it by incorporating amendments thoroughly into the soil to the depth of the plants' roots.
C.	Install your irrigation system	Follow manufacturer's recommendations.
D.	Plant your plants correctly	The ideal time to plant most low water use plants is during the cooler autumn months so they can take advantage of the winter rains while becoming established. Cold-sensitive plants are best planted during the spring to avoid frost damage.
E.	Stake trees only if necessary	Trees should be staked only if they cannot stand by themselves, if planted in extremely windy areas, or if the trunk needs protection from damage by equipment, vehicles or vandals.
F.	Mulch where appropriate	A mulch is a layer of organic or inorganic material applied to the surface of the soil.

Resource Management

Table II-E-7
Steps to More Drought-Tolerant Landscaping

STEP 3: MAINTAIN YOUR LANDSCAPE

- A. Care for your plants
- Lawns: Increase mowing height in the summer to avoid grass "sunburn," heat stress and excessive water loss.
- Groundcovers: Keep weed-free until established, ground covers will generally smother weeds once established.
- Shrubs: Mulch to reduce weed growth and water loss.
- Trees: Remove stakes as soon as the trees can stand on their own. Mulch to reduce weed growth and water loss.
- Prune deciduous trees when dormant in winter months to remove dead or diseased wood and to direct growth. Treat with dormant spray if insects or diseases have been a problem. Lightly prune broadleaf evergreens anytime to remove dead or diseased wood and to direct growth. It is generally not necessary to prune coniferous evergreens, if necessary, prune them just before spring growth starts.
- B. Manage pests
- If you notice a problem with your plants, obtain an accurate diagnosis as quickly as possible and treat according to expert recommendations.
- C. Maintain your mulches
- Renew as necessary to keep a 3" to 4-inch layer.
- D. Water efficiently
- By watering efficiently you can encourage the plants to grow deep roots, thereby needing less supplemental water. Keep the irrigation system working as effectively as possible by periodically checking its components creating a watering schedule and adjusting it when necessary.
- Check your system: Check the sprinklers and drip emitters periodically for clogging. Check drip irrigation filters monthly and clean if necessary. Look for wilting in trees, shrubs and ground covers, and for dry spots in the lawn. This may indicate poor water coverage. Adjust the sprinklers so they don't water the sidewalk or driveway.

Source: Landscapes Southern California Style
Western Municipal Water District
University of California Cooperative Extension

Table II-E-8
Drought Tolerant Plant Palette

MEDIUM TO LARGE TREES

Brachychiton populneus (Bottle Tree)
Eucalyptus camaldulensis (Red Gum)
Eucalyptus cladocalyx (Sugar Gum)
Eucalyptus microtheca (Flodded Box)
Melaleuca linarifolia (Flaxleaf Paperbark)
Melaleuca styphelioides (Black Tea Tree)
Schinus molle (California Pepper)
Tristania conferta (Brisbane Box)
Zelkova serrata (Japanese Zelkova)

SMALL TREES

Acacia baileyana (Bailey Acacia)
Acacia baileyana "Purpurea" (Purple-leaf Acacia)
Acacia melanoxylon (Blackwood Acacia)
Albizia julibrissin "Rosea" (Silk Tree)
Ceratonia siliqua (Carob, male only)¹
Cupressocyparis leylandii (Leyland Cypress)¹
Koelreuteria paniculata (Goldenrain tree)
Rhus lancea (African Sumac)

SPECIMEN/ACCENT TREES

Lagerstroemia indica (Crape Myrtle)

CONIFERS

Pinus coulteri (Coulter Pine)
Pinus halepensis (Aleppo Pine)¹
Pinus pinca (Italian Stone Pine)¹

SHRUBS

Acacia melanoxylon (Blackwood Acacia)²
Ceanothus "Julia Phelps" (Julia Phelps Ceanothus)
Ceanothus rigidus "Snowball" (Snowball Ceanothus)
Cistus ladanifer (Crimson-Spot Rockrose)
Cistus purpureus (Orchid Rockrose)
Cotinus coggygia "Purpureus" (Purple Smoke Tree)
Dodonaea viscosa "Purpurea" (Purple Hop Bush)²
Feijoa sellowiana (Pineapple Guava)²
Fremontodendron californicum (Common Flannel Bush)

¹ Trees suitable for application as buffer treatments.

² Shrubs suitable for application as buffer treatments.

Table II-E-8
Drought Tolerant Plant Palette

SHRUBS (CONT'D)

Heteromeles arbutifolia (California Holly)²
Leptospermum laevigatum (Australian Tea Tree)²
Melaleuca nesophila (Pink Melaleuca)
Myrsine africana (African Boxwood)
Myrtus communis (True Myrtle)²
Nerium oleander (Oleander)²
Osmanthus ilicifolius (Holly-leaf Osmanthus)
Plumbago auriculata (Cape Plumbago)
Teucrium fruticans (Bush Germander)
Juniperus chinensis "Pfitzerana" (Pfitzer Juniper)

GROUND COVER ACCENTS

Agapanthus africanus (Lily-of-the-Nile)
Artemisia schmidtiana "Silver Mound" (Angel's Hair)
Moraea iridiodes (African Iris)

GROUND COVERS

Acacia redolens (Acacia)
Arctotheca calendula (Cape Weed)
Armeria maritima (Common Thrift)
Baccharis pilularis "Twin Peaks" (Coyote Brush)
Ceanothus griseus horizontalis "Santa Ana"
Cotoneaster dammeri "Lowfast" (Bearberry Cotoneaster)
Juniperus chinensis procumbens "Nana" (Japanese Garden Juniper)
Juniperus horizontalis "Blue Rug" (Blue Rug Juniper)
Rosmarinus officinalis (Rosemary)

Strategies

- (1) As part of the development review process, incorporate the water resource management concepts presented in the General Plan to ensure that contemporary feasible water-saving technologies are provided and/or retrofitted into development projects.
- (2) Ensure that General Plan concepts be used to encourage the use of primarily drought-tolerant plants and planting methods in new and retro-fitted landscape applications.
- (3) Amend the municipal code to require water saving irrigation systems and xeriscape landscaping in all new development; and allow for the installation of gray water recycling systems for residences.

² Shrubs suitable for application as buffer treatments.

Resource Management

- (4) Where reclaimed water is or can be made available to a development project site within five years of water system construction, require the installation of a reclaimed water system for irrigation and, if applicable, industrial process purposes.
- (5) Appoint a City Water Usage Monitor to check water consumption and utilization by government agency building, commercial buildings, public recreation and open space, and residences. Individuals and organizations would be "cited" for over-usage or improper usage of water resources.
- (6) Through the City's water utility and working with area water purveyors, maintain a public information program regarding the need for and methods of water conservation.
- (7) Maintain a water rate schedule which encourages water conservation. Encourage other area water purveyors to also maintain such a water rate schedule.
- (8) Invite organizations with expertise in water conservation such as the Eastern Municipal Water District and Metropolitan Water District to set up educational displays in the City Hall, Library and Community Centers.
- (9) Work with area water districts to implement water harvesting and other water resource conservation and development programs (e.g. desalinization).
- (10) As a condition of approval, require that individual developments install sufficient on-site and off-site water facilities as are necessary to provide adequate water service, including fire flow, to meet the performance standards of the site's water agency.
- (11) Where reclaimed water is available to a development project, or will be available within a five (5) year time frame, require that individual developments install a dual water system to utilize both reclaimed and domestic supplies.
- (12) Conduct an annual assessment of existing water facilities and the City's Water Master Plan, evaluating their adequacy, defining program needs, and identifying five year facility needs based on the anticipated level and location of growth.
- (13) Prior to the issuance of commercial or industrial building permits, or the recordation of residential tract maps, ensure the availability of required fire flows through field testing of pressure in area fire hydrants where feasible. In the absence of adequate fire flows, require either the construction of such off-site improvements as are necessary to achieve adequate fire flows or the installation of adequate on-site fire protection devices.
- (14) Review all new development, including multi-use corridors, for water harvesting and percolation efficient designs to minimize run-off and maximize percolation and re-use of run-off water.

6. HISTORIC RESOURCES AND CULTURAL HERITAGE

Goal

- ❑ A community which appreciates its unique history and which promotes protection, preservation, and restoration of significant cultural, historical, and architectural features.

Issues

- ❑ The history of Hemet is well founded in the agricultural development of the Valley in the late 1880s.

Hemet incorporated on January 20, 1910, and as the fifth city in Riverside County, served primarily as a trading center for the surrounding agricultural areas.

Resource Management

The Hemet Depot, Ramona Bowl and Pageant, Stock Farm, and Sierra Dawn development remain as landmarks to the City's development history and cultural diversity.

■ Numerous buildings remain from Hemet's early history, providing architectural reminders of the community's past. They are, however, generally scattered throughout the community. Only Florida Avenue and Harvard Street in the downtown area might qualify as historic districts.

■ The preservation of Hemet's cultural and development heritage is focused on the downtown area, which represents the 1892 City boundary. Although in most cases, such an area would have potential to be designated as a Historic District, only a limited number of historic structures exist within this boundary. The incorporation of specific historic preservation development standards for the area, other than to preserve the township designation itself, would therefore not be appropriate.

■ In addition to historic features, significant archaeological resources are also present within the General Plan study area, particularly at the base of hills and along drainage courses.

■ The area was occupied by several semi-nomadic Indian bands. The bands generally camped along the base of the foothills throughout the valley. Evidence of their occupation includes various forms of petroglyphs and other rock markings and formations, discolored soil from years of campfires, and mortars and slicks from food processing on bedrock features.

Concepts

■ The City of Hemet recognizes the importance of preserving its historic resources. Since physical examples of the community's

resources are widely spread throughout the City, the concept of protecting such sites on a site-by-site basis using the development review process is necessary. In order for such a review system to be successful, potential historic and cultural sites which show merit for preservation should be judged using the criteria which follows.

■ Consider a resource to be of significant cultural value if it possesses one or more of the following characteristics:

▶ It exemplifies or reflects the broad cultural, political, economic or social history of the U.S., California, or City of Hemet.

▶ It has yielded or has the potential to yield information important in history or prehistory.

▶ It is representative of one of the diverse styles and variations of residential and commercial architecture found in the Hemet, whether vernacular or a work of identifiable artisans, master craftsmen, builders, or architects important locally or with wider significance.

▶ It is an object of significance because of its design or pleasing appearance in a setting.

▶ It is a site or structure that is important to the prehistory and history of the community.

▶ It is a surviving site, route or structure important to the early settlement, economic origins, or technological development of the locale.

▶ It is a grouping or set of structures, historic sites or features, design components, natural features and landscape architecture, or other interesting details, which together create an exceptionally rich historic or cultural ambiance.

Resource Management

- It is a hill, geologic formation, body of water, arroyo, remaining natural vegetation or other striking or familiar physical characteristic that is important to the special character, historic identity or aesthetic setting of the community.

Concepts related to preservation of hillsides are provided in the General Plan Design Appendix. Concepts and strategies for the preservation of riparian areas and natural vegetation are provided in the Biological Resources section of the Resource Management Element.

- Preservation or adaptive reuse of historic structures and landmarks within the study area is the preferred General Plan concept. Where preservation or adaptive reuse is not possible, future development of sites containing significant historical, cultural, or architectural character should respect the character and historic references of the original historic feature. In addition, where feasible, relocation of historic structures should be encouraged if feasible and if their preservation in place is not possible.

Strategies

- (1) Prior to permitting demolition of a historic structure, require the applicant to prepare an evaluation of the condition of the structure and the cost for rehabilitation. Work with the property owner to identify adaptive reuse possibilities which are consistent with its historic value; encourage reuse of the structure when change of use is a viable alternative to destruction.

- (2) Review municipal code requirements related to relocation of structures. If feasible, revise to municipal code to facilitate relocation of historic structures, where feasible, as an alternative to their destruction.
- (3) Pursue registration of local prehistoric, historic, and other features which meet State or Federal requirements in the National and State Register of Historic Places.
- (4) Avoid, wherever feasible, widening roadways or increasing traffic volumes adjacent to historic structures which would jeopardize their historic integrity.
- (5) Work with the local historical society and Chamber of Commerce to establish the Hemet Depot as a local museum facility to display local archaeological, as well as historical artifacts.
- (6) Encourage preparation of a specific plan for the Hemet Stock Farm which preserves and/or recreates its original character.

Concepts and strategies for the future development of the Hemet Stock Farm are included in the Community Development Element.

- (7) Implement tax advantage programs where appropriate for the maintenance and rehabilitation of historic structures and properties.
- (8) Review existing variance procedures and processes, and amend existing zoning regulations to provide for the maximum utilization of historic properties undergoing rehabilitation or expansion.
- (9) Consider the adoption of alternative building codes for designated historic structures.

Resource Management

(10) Maintain the historic architectural integrity of historic structures by using the following programs:

- ▶ Ensure that rehabilitation programs be carried out without damaging the integrity of historic structures by inappropriate alterations.
- ▶ Consider the use of Community Development Block Grant (CDBG) funds and commitment of redevelopment tax increments to fund an assistance program to extend low interest financing to owners of historic properties and buildings, possibly providing other assistance such as architectural, financial planning, and planning and preservation services as well.
- ▶ Ensure that the land use designation for, as well as the land uses around historic structures, are consistent with the community's desire for preservation of those structures, and do not conflict with, or lead to the depreciation in value of those structures or their demolition.
- ▶ Require that site plans, as well as architectural scale and design adjacent to historic structures respect the historical integrity of the structure and its surroundings. "Architectural scale and design" shall include building heights, setbacks, proportion, patterns and rhythms of architectural details, roof types, projections, surface textures and colors, landscape treatment, as well as overall site design.

Examples of architectural design adjacent to historic structures is provided in the General Plan Design Appendix.

(11) Require appropriate studies to be conducted for any project which has the potential to impact a known or potential historical or archaeological resource. Require archeological analysis of all sites in and around all foothill areas as part of CEQA initial study procedures prior to project applications. Ensure that the findings of such studies are implemented.

(12) Require the preparation of site-specific archaeological studies for proposed developments which are located at the base of hills or which contain rock outcroppings. Ensure that the findings of such studies are implemented.

(13) Develop and maintain, as a resource for the review of development proposals, an inventory of known archaeological sites and resources.

(14) Include the following as a condition of approval on all development projects:

"If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist shall be retained by the project sponsor to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease and the Riverside County Coroner's Office shall be contacted pursuant to procedures set forth in Section 7050.5 of the Health and Safety Code."

7. SOIL CONSERVATION

Goal

- ❑ Protect the community from significant erosion problems resulting from natural and man-made activities.

Issues

- ❑ Apart from a small area in the southwest, Hemet is located on prime agricultural land.

This prime soil area extends over most of the San Jacinto Valley floor to the north, east, and south. Valley areas to the west, however, generally fall within the soil classes with moderate limitations on agricultural uses.

- ❑ Issues related to soil characteristics can be summarized in three general categories:

- ▶ *Soil suitability:* The City of Hemet, other than a small corner in the southwest, is located on prime agricultural land (see Figure II-E-4). This prime soil area extends over most of the Valley floor to the north, east and south. However, the valley areas to the west generally fall within the soil classes with moderate limitations to agricultural uses.

- ▶ *Erosion hazard:* In Hemet, problems of erosion are limited to the steeper slopes of the Santa Rosa Hills to the southeast and the Domenigoni Hills to the southwest. These areas will become critical if development occurs on the slopes. In such a case, the intensity of development and handling of runoff capacity will be critical to erosion control.

- ▶ *Soil subsidence:* Subsidence has occurred in several areas of Hemet, as indicated in the Seismic section of the Public Health and Safety Element. Although structural damage to buildings has resulted from subsidence, soil tests for future development should minimize difficulties, and land use need not necessarily be restricted on this basis.

- ❑ Given the continued lowering of the water table and the ongoing urbanization of agricultural areas, more detailed investigation is warranted on a project by project basis in regard to collapsing soils. As outlying areas become developed, detailed soils investigations should be undertaken either through engineering or modification of site locations in order to mitigate the potential impact of collapsing soils.

- ❑ As urban and rural development of the Hemet study area proceeds, proper erosion control methods will need to be implemented to minimize impacts to soils susceptible to water erosion, hillside slope failure and wind erosion.

- ❑ Prime agricultural soils within the study area are considered by land developers to be the most desirable areas for future urbanization.

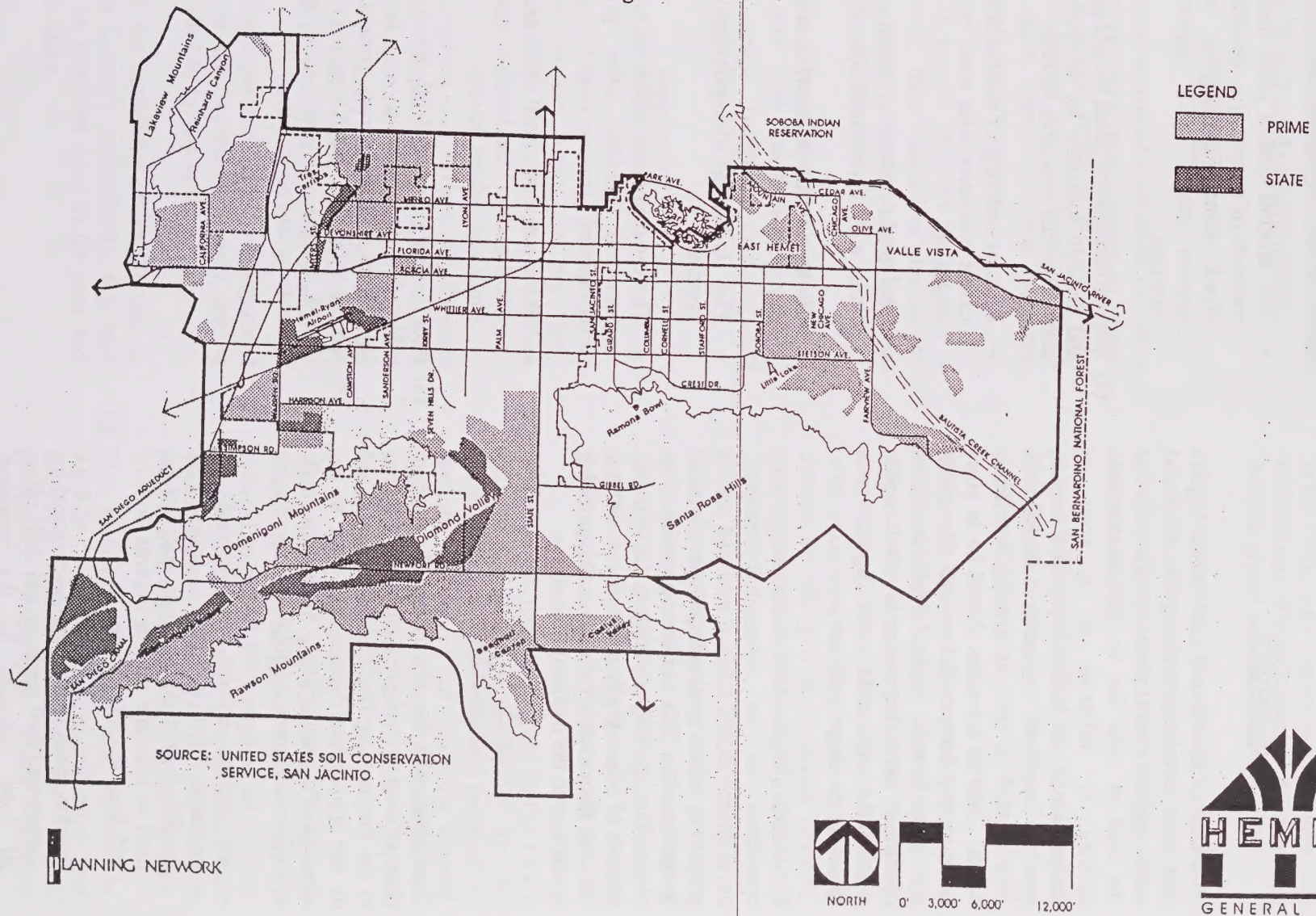
- ❑ It can be concluded, based on analysis conducted as part of the General Plan Program on issues related to soil suitability, soil erosion, and soil subsidence, that as the study area develops, proper erosion control methods will need to be implemented to minimize impacts to soils susceptible to erosion.

- ❑ As new development occurs in the study area, natural soils will be exposed during grading operations. During this time, soils of poor to fair stability may become susceptible to water erosion, hillside slope failure, and wind erosion. The extent of erosion which could occur depends on the particular soil, the extent of area being exposed, the slope, and the time of year grading operations occur.

- ❑ The Hemet study area is physically isolated from the adjacent areas within the general region by the surrounding mountainous terrain. Therefore, development of the hillside areas can increase surface runoff into the study area, potentially causing landslides and severe flooding. Many of these problems are caused by erosion of the steeper slopes of the Santa Rosa Hills to the southeast and the Domenigoni Hills to the southwest.

Refer to the Public Health and Safety Element for additional information on flooding and landslides.

Figure II-E-4
Agricultural Soils



Concepts

■ The City of Hemet will continue to require that new development integrate wind and water erosion control measures to ensure that the loss of soils due to new construction activity is mitigated to a level of insignificance. To limit this potential impact, erosion control measures should be implemented as soon as grading operations begin. Interim measures should be in place prior to any forecasted rain and throughout the rainy season, and should remain in operation until improvement construction within the controlled area makes such measures no longer necessary.

■ Consistent with the need to conduct grading operations in an economical manner, development should achieve balanced on-site grading to reduce erosion impacts to a level of insignificance. This can be accomplished by conducting grading operations in phases, instead of mass grading a site, as well as limiting the extent of clearing and grubbing operations to the minimum necessary.

Strategies

(1) Concurrent with the submission of a grading plan, erosion control plans shall be submitted to the Engineering Department and approved by the appropriate departments prior to the approval of a grading plan. Such plans shall, at a minimum, meet the following standards:

- ▶ An erosion control strategy shall be prepared which indicates in textual and graphic format the methods that will be used to mitigate erosion hazards both to and from the subject site.
- ▶ Erosion control plans shall be prepared by a registered civil engineer and shall cover all areas impacted by the proposed grading.

▶ The erosion control plans shall address methods of control (i.e. desalting basins, check dams, sandbagging, etc.), and interim storm drain construction if required.

(2) Require that grading plans include appropriate and feasible measures to minimize fugitive dust. Potential measures include:

- ▶ Regular watering of cleared areas, to the extent consistent with water conservation measures.
- ▶ The establishment of maximum speed limits within construction areas.
- ▶ Minimizing the extent of cleared areas at any given time.
- ▶ The inclusion of sprinkler irrigation systems.
- ▶ The establishment of vegetative cover as soon as possible after grading is completed.
- ▶ The use of soil tackifiers, soils stabilization mulches, and/or oil emulsions, where feasible.

(3) Require that all cut and fill slopes and areas subjected to grubbing or grading be landscaped with temporary ground cover as soon as is feasible. Such temporary measures should remain in place until permanent landscaping can be installed.

Resource Management

8. SOLID WASTE MANAGEMENT

Goals

- ❑ An adequate system of solid waste collection and disposal which meets existing and future needs of Hemet residents and businesses, preserves limited and increasingly valuable landfill space, conserves natural resources, and protects the environment.
- ❑ Divert 25 percent (adjusted for growth) of solid waste from landfill or incinerator, through source reduction, recycling and composting by January 1, 1995.
- ❑ Divert 50 percent (adjusted for growth) of solid waste from landfill or incinerator, through source reduction, recycling and composting by January 1, 2000.

Issues

- ❑ The City of Hemet currently provides refuse collection services within the city limits through its Public Works Department's Refuse and Sweeping Division.

The City collects over 700 tons of solid waste each week. Approximately 60 percent of the solid waste collected by the City is delivered to Riverside County's Lamb Canyon Landfill. Remaining solid wastes are delivered to Riverside County's Double Butte Landfill.

- ❑ Solid waste disposal within the unincorporated portions of the General Plan study area is accomplished by private firms.
- ❑ Although the availability of landfill sites is Riverside County's responsibility, this may become an important issue in the near and mid-term future.

In the 1980s, only 3 major landfills were sited in California while 57 percent of the existing landfills closed between 1980 and 1990.

The Double Butte Landfill is scheduled to close by 1993. After closure, solid wastes will be redirected to the Lamb Canyon and El Sobrante landfills.

Absent facility expansion, the Lamb Canyon Landfill is projected to be closed between 2006 and 2008.

Riverside County has reported that it has sufficient landfill capacity "for the foreseeable future." However, soon after the Year 2000, as existing facilities close down, difficulties with siting new facilities could significantly reduce the life span of remaining facilities, creating significant shortages of landfill availability.

As a result of the increase in the per capita solid waste generation rate and continuing increases in population, Riverside County's landfill capacity is being exhausted at a much faster rate than was originally anticipated.

- ❑ The need for landfills as part of the City's solid waste system will continue for the foreseeable future. It is therefore necessary to optimize the use of the remaining disposal capacity, for the disposal of materials for which there are no viable disposal alternatives.

- ❑ The passage of the California Integrated Waste Management Act of 1989 (commonly referred to as AB 939) requires all cities to prepare and implement a plan to reduce their waste stream 25 percent by 1995 and 50 percent by the year 2000 (see Figure II-E-5).

- ❑ Two planning documents are required by AB 939: (1) A Source Reduction and Recycling Element (SRRE); and (2) A Household Hazardous Waste Element (HHWE).

Refer to the Public Health and Safety Element for the Household Hazardous Waste Element.

- ❑ Projected future development within the City of Hemet will create the need to acquire new street sweeping equipment and construct new office facilities.

Buildout of the City of Hemet was conservatively estimated to result in a doubling of curb miles within the City, necessitating the acquisition of three new street sweepers to support future development. Costs for this acquisition were therefore allocated to new development.

The need to construct office facilities was found to be partially related to existing development; therefore, costs for this facility were prorated between existing and new development.

- ❑ In addition to the need to acquire street sweepers, future growth within the City will necessitate the acquisition of refuse vehicles. The cost for this acquisition was allocated to new development.

Concepts

Solid Waste Facilities and Equipment

- ❑ Through the City's Development Impact Fee System, fees will be collected from new development to ensure that they pay their fair share of future expansions of City solid waste collection facilities and equipment.

In addition, the City will work with Riverside County to ensure that adequate landfill capacity is available to meet future demands.

Source Reduction and Recycling

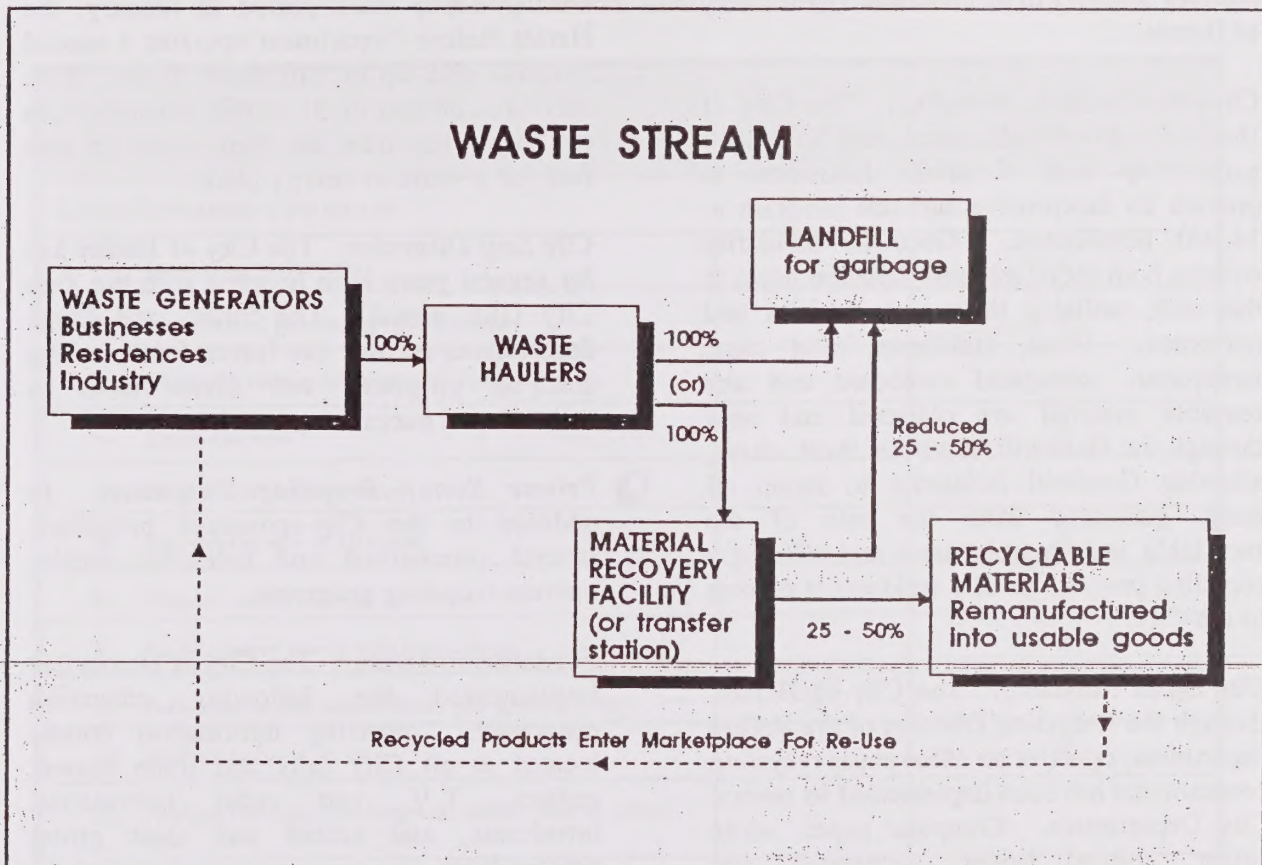
- ❑ The order of priority for solid waste management is:
 - ▶ reduce waste at the source;
 - ▶ reuse waste materials;
 - ▶ recycle and compost;
 - ▶ recover energy; and
 - ▶ deposit the remainder in landfills.

- ❑ Source reduction, reuse, and recycling offer a broad array of benefits to the environment. By modifying habits of consumption and waste disposal, production of greenhouse gases and pollution of air, water, and land can be reduced. In addition, minerals, energy, biomass resources, and forests can be conserved.

When newspapers, glass, and cans are recycled, the raw materials that would have been used to produce the next generation of these items are not needed. A four-foot stack of newspaper, if recycled, saves one tree, while every ton of newspaper that is recycled will save seventeen 40-foot trees. Recycling steel and aluminum cans reduces the need for mining iron ore and bauxite ore, which are both often extracted in environmentally sensitive areas such as tropical rain forests. When glass is recycled, reduced quantities of silica and soda ash need to be mined.

The City of Hemet, along with other jurisdictions in Riverside County, completed the first in a series of waste composition studies. This data will be used to track resources and to facilitate short-and long-term planning. The data base will be instituted for monitoring and evaluating volumes and types of wastes.

Figure II-E-5
Waste Stream



Source reduction occupies the highest point in the integrated waste management hierarchy because it reduces costs, conserves energy and resources, and even increases national economic competitiveness.

Source reduction can be achieved in a variety of ways: by reducing the amount and types of resources used in products, increasing their durability, reusing and repairing them, and decreasing consumption. Along with existing source reduction efforts outlined in Table II-E-9, the City of Hemet has identified the following source reduction alternatives, which if implemented, will represent leadership in efforts to divert recyclable material from the waste stream.

The following concepts describe the present and suggested recycling programs which will aid the city of Hemet in attaining the 25 percent and 50 percent waste diversion goals. These programs are aimed at the residential, commercial and industrial sectors for waste diversion. Also included are market development strategies, which will increase the end-uses available for recycled materials.

Market development activities are crucial in order to assure that the materials collected for recycling are actually made into other products, instead of being landfilled.

- ❑ **Public Recycling Programs:** The following outlines concepts to be undertaken by the City of Hemet.

Citywide Curbside Recycling: The City of Hemet has developed a unique and innovative partnership with Goodwill Industries to provide an inexpensive curbside program to 14,000 households. Goodwill Industries collects both recyclable and donation items at the curb, utilizing their own vehicles and personnel. Glass, aluminum, steel cans, newspaper, corrugated cardboard and any reusable material are collected and sold through the Goodwill Industries thrift stores, allowing Goodwill Industries to retain all funds generated from the sale of the recyclable and reusable items and offering a recycling program to City residents at no cost to the City.

City Office Recycling: The City of Hemet, through the Recycling Division of the Refuse department, operates an office paper recycling program that has been implemented in several City Departments. Computer paper, white ledger, colored ledger, corrugated, and newspaper are collected. Additionally, desk-side and centralized containers are available to City employees to use for recycling white ledger and computer print-out paper.

City Scrap Metal: Scrap metal is collected from various City departments including shop maintenance, streets and parks, and traffic and safety. Various materials recovered include metal meters, motor blocks, signs and fencing.

City Wood Diversion: The City of Hemet, through the Recycling division of the Refuse department, operates a wood recovery program. This program diverts wood to a local processor of fuel to be used in a waste to energy facility.

Citywide Christmas Tree Diversion Program: During a two week period in January, the Hemet Refuse Department operates a special curbside pick-up of Christmas Trees. This service is offered to all 14,000 households in the City. The trees are then processed into fuel for a waste to energy plant.

City Leaf Diversion: The City of Hemet has for several years been honored with the Tree City USA award. The Streets and Parks departments recover the leaves from various clean-up programs and divert them to undeveloped parks for ground cover.

- ❑ **Private Sector Recycling Programs:** In addition to the City-sponsored programs, several commercial and industrial entities operate recycling programs.

Education Programs: The City of Hemet has implemented the following education programs: recycling information booths located at all City fairs and trade shows, mailers, T.V. and radio information broadcasts, and school and civic group presentations.

State Certified Recycling Centers: State Certified recycling centers, operating within "convenience zones" established pursuant to the requirements of the California Beverage Container Recycling and Litter Reduction Act, are established in Hemet at various locations. Table II-E-10 lists organizations, as well as those materials that are accepted for recycling.

- ❑ **Alternative Recycling Programs:** Alternative programs are developed to help achieve not only the objectives for each recyclable material, but also the waste diversion of 25 percent and 50 percent as mandated by state regulations. There are 26 alternatives that are grouped into three categories: (1) Source Separation (2) Processing Alternatives (3) Alternative Program and Procedures.

Resource Management

Table II-E-9
City of Hemet Source Reduction Programs

	Existing Programs	Alternative Programs to be Integrated or Expanded
LOCAL GOVERNMENT PROGRAMS		
1. Purchasing preferences		X
2. Alteration of purchasing specifications		X
3. Employee source reduction education		X
4. Electronic mail		X
5. Double-side copy machines	X	
6. Use reverse side of all forms		X
7. Ceramic coffee cups-not disposable	X	
8. Replace paper towels with hand dryers		X
9. Park projects that utilize shrubs and ground cover	X	
10. Analyze business forms		X
11. Analyze incoming and outgoing mailing lists to reduce size	X	
12. Study feasibility of reducing agenda packets		X
13. Prior to the permitting of the demolition of any structure, require the applicant to prepare a source reduction plan		X
SOURCE REDUCTION ACTIVITIES SERVING THE CITY		
14. Implementation of a variable can rate (based on the number and/or size of containers)	X	
15. Pilot backyard composting program	X	
16. On-site asphalt removal and replacement	X	
17. Survey forms mailed and returned on same paper	X	
18. Increased computerization	X	
19. Use of an electronic billing system	X	
20. Use of computerized document retrieval and management systems; and	X	
21. Local grocery stores offer reusable shopping bags for sale	X	

Table II-E-9
City of Hemet Source Reduction Programs

	Existing Programs	Alternative Programs to be Integrated or Expanded
22. A significant percentage of the homes in Hemet xeriscape their property	X	
23. DyDee Diapers, of Brea California, has 99 accounts in Hemet averaging 80 diapers per week;	X	
24. Garage Sales	X	
25. Antique & Second hand shops	X	
26. Collection by thrift shops & charitable organizations	X	
27. Use of Refillable Beverage Bottles and brown paper bags	X	
28. Food Bank Operations	X	
29. Use of recapped tires	X	
30. Cloth diapers and washable bed pads are used in some of the convalescent hospitals	X	
31. Many residents reduce yard waste by leaving their grass clippings on the lawn	X	
32. Hemet Unified School District reduces yard waste by leaving their clippings on the fields	X	
33. The majority of education institutions in Hemet have some double-side copiers and practice some form of paper reuse	X	
34. Some residents repair rather than replace major household appliances	X	
TECHNICAL ASSISTANCE, EDUCATION AND PROMOTION		
35. Waste evaluations		X
36. Composting Programs	X	
37. Technical assistance programs		X
38. Public Awards or recognition programs		X

Resource Management

**Table II-E-9
City of Hemet Source Reduction Programs**

	Existing Programs	Alternative Programs to be Integrated or Expanded
REGULATORY PROGRAMS		
39. Establishment of reporting system for waste generators		X
40. Encouragement of state and federal laws that govern the amounts and kinds of packaging		X
41. Introduction of ordinances to the City Council for consideration that will keep toxic/harmful materials from entering waste stream		X
42. Encouragement of state and federal laws prohibiting products with adverse effects upon the environment		X
43. Establishment of a program of incentives and disincentives to land-use development that promote source reduction		X
44. Establishment of requirements of waste reduction planning for businesses of a certain size or waste disposal volume		X
RATE STRUCTURE MODIFICATIONS		
45. Variable container rate		X
46. Examine the possibility of implementing an on-board weight and scanning system		X
ECONOMIC INCENTIVES		
47. Taxes - tax credits/exemptions		X
48. Rebates		X

Resource Management

Table II-E-10
Organizations Accepting Materials for Recycling

	D + C Recycling	Hemet Lions Club	Hemet Unified Methodist Church	Kelly MFC Recycling	Valley Metals
ALUMINUM					
Cans		X	X	X	X
Scrap				X	X
GLASS					
Bar	X	X	X	X	X
Consumer		X	X	X	X
Non-Redemption		X	X		X
EYE		X			
PAPER					
Newspaper		X	X	X	X
Office					
PLASTIC					
PET		X		X	X
PETE and HDRE				X	X
METAL					
Brass				X	X
Copper				X	X
Stainless Steel					X
Scrap					X
MISCELLANEOUS					
Electric motors					X
Lead					X
Beverage containers				X	X

Resource Management

Source Separation: Source Separation involves the separation of recyclable materials from the waste stream. The major goal of these alternatives is to collect and prevent recyclable materials from entering the waste stream and ending up in landfills. The following concepts encourage source separation of materials in the City of Hemet.

Drop-off Recycling Centers: Drop-off centers would collect aluminum cans, glass bottles, PET plastic (i.e., 2 liter soda bottles) and newspaper. Public versus private operation of these centers would remain at the discretion of the City.

Buy-back Centers: Buy-back centers purchase recyclables directly from the public and other recycling operations. The stationary buy-back centers can be attended or unattended and provide an economic incentive to the public. Such centers can recover significant portions of the waste stream that might not otherwise be recycled. Buy-back centers often target aluminum cans because of their higher sales value and resulting profit margin. Newspaper, glass, corrugated cartons, and high-grade waste paper are other materials that are often purchased at buy-back centers.

Mobile Buy-Back Centers: Mobile buy-back centers provide convenient access to City sponsored recycling programs. Mobile buy-back centers can be located in different parts of the city on different days, at a fixed location, or a mobile unit can have a regular route travelled throughout the city.

Mobile Collection: Specially designed, mobile collection boxes would be placed in residential neighborhoods for the collection of recyclable materials. Residents would separate recyclable materials from household refuse and deliver them to area containers for periodic collection. These mobile systems are unattended. Mobile collection can also include periodic community clean-up events for white goods collection.

Public Area Recycling Receptacles: Special recycling collection containers would be placed in designated public areas throughout the City, such as parks. In addition, containers would be placed near existing refuse receptacles in central locations for special events, festivals, and fairs.

Residential Curbside Collection: Curbside collection of recyclables for the household provides the maximum convenience to residents, and consistently recovers the highest tonnage of recyclable goods from the residential waste stream compared to drop-off and buy-back centers. Curbside programs may be designed in different ways to place different amounts of responsibility on the resident, the hauler, or the processing plant, to sort the materials separately from each other to ensure the highest value for those products which sold in the marketplace. Cities are discovering that the greatest participation rates are seen when the City provides one or more containers, provides once a week collection on the same day as garbage pick-up, and promotes and advertises.

Multi-Unit Residential Collection: Apartment buildings, condominium complexes, and mobile home parks generate large amounts of recyclable materials in small concentrated areas. Residents could bring their recyclables to a centralized storage area within the complex, where collection could be handled by a non-profit organization, private hauler, or the City-Resource Recovery System.

Commercial Collection Programs: Commercial recycling programs can target office buildings, restaurants, schools, supermarkets, construction sites, and hospitals.

Commercial recycling is responsible waste management, not necessarily a profit-making venture. Businesses do, however, realize avoided disposal costs, a benefit that is becoming more significant as the costs of

waste management rise. Materials recovered in commercial recycling programs include corrugated cardboard, sorted ledger paper, newspaper, aluminum cans, glass, steel, plastic, asphalt, concrete, and wood waste. Some of these materials can be recovered by on-site sorting or more comprehensive salvaging and processing operations. The City could start a program to reduce and recycle fast-food and restaurant waste beginning with a request for voluntary cooperation. Restaurants would have a year to establish effective source-reduction and recycling programs. If those programs were not in place after one year, fees and ordinances would be implemented. For added force, the City could pass a resolution declaring the City's intent to implement incentive fees on fast-food waste, or require restaurants to provide patrons an opportunity to recycle if sufficient reduction and recycling programs are not in place by the deadline.

Office Paper Recovery: Several methods are available for the separation and collection of office waste paper. Three basic separation approaches are commonly used, they are dual wastebaskets, central container systems, and desktop containers. Each employee then becomes responsible for separating recyclables into the appropriate container and to empty the containers into centrally located barrels. When full, these barrels are removed to a storage area and replaced with empty ones. The recovery of high-grade papers, such as white ledger and computer print-outs, offers an important recycling opportunity for both public and private sector recycling.

Processing Alternatives: The following outlines alternative methods to process solid waste for eventual reuse and recycling.

Resource Recovery Station-Hand-Sorting: Recyclable materials are brought into a facility where they are hand sorted by material types, stockpiled, baled, then transported to market.

Material Recovery Facility (MRF) Automated: Through this program, the City of Hemet would encourage and/or establish a material recovery facility (MRF) which the City's refuse department could utilize.

Material Recovery Facilities are capable of accepting loads of mixed waste (commercial and residential) and sorting through the loads in order to extract recyclable material.

Mixed waste is dumped on the plant floor, visually inspected, and loaded onto a conveyor system. The commingled bottles and cans pass by a magnet where steel cans are removed, run through a can flattener, and loaded into a trailer for transport to a detaining plant. At the detaining plant steel cans, which contain a small amount of tin, have the tin chemically reclaimed leaving a clean steel scrap suitable for steel making. The aluminum is air separated, crushed, and taken by trailer to a major aluminum company for re-refining and smelting into new can stock.

The rest of the material, consisting primarily of color-mixed glass, is conveyed past trained sorters who pick off clear, brown and green glass by color and throw each color of glass into glass crushers. After the glass is crushed, it is dropped into a rotating screen with holes too small to allow caps and neck rings to get through. Therefore, only the crushed glass, known as cullet, passes through the screen and onto a conveyor that moves it to outside storage containers. Full trailer loads of glass are shipped to glass manufacturers who melt down the material and use it to make new bottles.

Paper brought to the facility is unloaded on the other side of the plant where contaminants such as cardboard and plastic bags are removed by hand. The paper is placed loose in a large bin and is taken to a paper dealer who bales and ships the product to export customers.

Resource Management

Full Stream Processing (MRF) Co-composting Facility: Full stream processing is a high-technology separation technique that processes all components of mixed municipal waste (not just recyclable). Full stream processing operations would include: a tipping floor for incoming mixed municipal wastes where large white goods are removed; conveyors, sorters, blowers and trammels would sort then separate onto other conveyors each of the recyclable. The residual material would then pass on to the compost operation where it would be mixed with sewage sludge to create a saleable compost product.

Landfill Salvaging: This alternative would promote salvage operations at the landfills which accept waste from the City of Hemet. Salvaging includes hand picking and manually recovering recyclable material from trucks dumping at the landfill. Typically, a private company contracts with the County for exclusive salvage rights at the landfill.

Integrated Resource Recovery Facility (IRRF) = MRF + Waste to Energy: This concept would include a Recycling Building, Composting Facilities and Waste-to-Energy (WTE) Facility. Technologies and services for sludge handling and composting, recycled materials handling, mass burning of Municipal Solid Waste (MSW) and the production of both steam and electrical energy are combined for a total resource recovery program.

The sludge handling and composting operation of the proposed facility would have systems capable of transporting, storing and processing a wide range of sewage sludges, non-toxic industrial sludges, septic wastes and readily separable organic wastes. These may include nontoxic organic wastes generated by food processing plants, distilleries, trailer manufacturers, construction industries, and the like. The composting operation receives both electrical and steam power from the MSW incineration plant. Mixing of sludge with other composted materials is handled in closed buildings to prevent the release of odor and dust to the environment.

Public Versus Private Ownership and Operation of Intermediate Processing Facilities: Intermediate processing facilities could be either owned and operated by a private company, owned and operated by the County, owned and operated by the City, owned by the City and operated by a private company, County owned and privately operated, or owned through a joint powers agreement. A facility owned and operated by the City would give the City the greatest degree of control over the facility and recovery rates, which may be convenient for coordinating waste management programs. Another consideration is that at some future date legislation may be presented which would restrict a City's ability to export waste out of the city limits. On the other hand, private ownership and operation could minimize the cities' financial risk. This would most likely require the cities guarantee their waste streams to this facility, for the period of financing the facility, which is usually 20 years.

Technical Assistance: This concept would assist commercial, industrial and governmental agencies in increasing the amount of waste they recover and/or reuse through recycling. The program will also encourage the use of recyclable, repairable, reusable products and those made with recycled content.

Zoning and Building Code Modifications to Encourage Recycling

Legislation to modify State building codes statewide or initiating a local review and, as necessary, modification of the City of Hemet building codes to allow for space allocation of recyclable materials could be undertaken. Modifications would be necessary to allow more space in trash enclosures for commercial/industrial businesses to accommodate the placement of additional bins for recyclable materials. In addition, the modifications could also address the problems of existing businesses which do not have additional space and recommend methods to correct this problem.

Resource Management

Through revisions to zoning provisions, the operation of recycling facilities in appropriate land use areas might be expanded. Facilities including, but not limited to, drop-off and buy-back centers would then be possible in appropriate residential neighborhoods.

Rate Structure Modifications to Encourage Recycling: This program would devise, through the City of Hemet's finance department, a system (s) of billing that would encourage recycling. Current options for the achievement of this program are the variable can rate wherein residents pay for garbage collection based upon the number of cans they rent from the City each month. This system is based upon service. The other option is the two-tier tipping fee, which was conceived as an economical mechanism to encourage the use of MRF's.

Through this system, loads arriving at landfills from MRF's (which would have already been sorted for recyclable materials) would be charged less than non-sorted commercial loads.

Methods to Increase Markets for Recycled Materials: Recycling programs depend upon the existence of markets for collected material. If recycling programs are to continue to expand, demand for recycled products must be increased. Local governments are sizable consumers. Approximately 13 percent of Gross National Product is made up of state and local government purchases. Local governments that use recycled products can set an example for the private sector. The City of Hemet's procurement policy could contain several tools. The following outlines concepts that could be pursued to increase the marketability for recycled products.

Purchasing set-asides: The City of Hemet reserves a certain dollar amount or a certain percentage of its purchasing budget to buy goods that contain recycled content.

Purchasing preferences: The City of Hemet determines that it wants to buy certain recycled products, even if that product costs more than a similar product containing no recycled material. Local officials therefore decide that, to obtain products made with recycled materials, they will agree to spend 5 percent (or 10 to 25 percent) more than they would otherwise pay if they didn't desire a product with recycled content.

Minimum content specifications: The City of Hemet determines that, for certain products, it will buy only those brands containing a specified amount of recycled material. The specifications for recycled contents are written directly into the purchase order, so that products without that minimum recycled content are not even considered.

Regional cooperative procurement: The City of Hemet, other local governments, and Riverside County could band together to place orders for recycled-content products, gaining a price break for buying in bulk. This approach can make recycled goods more price competitive with non-recycled products.

Recycled Products used in Contracts and Grant Agreements: To expand its market-development program for recycled products, the City of Hemet could incorporate into contracts and grant agreements a requirement that recycled products be used. Under this program the City would:

- ▶ Direct the purchasing department and all other appropriate departments to indicate on invitations for bids, requests for proposals, grant agreements, and other documents and advertisements that all contractors and grant recipients will be required to use recycled products.
- ▶ Require all bidders, vendors, processors, or grant recipients to certify in writing that they will use or are using recycled products and to certify in writing the specific recycled material content of those products.

Resource Management

- Direct staff to prepare a manual for contractors and grant recipients. This manual should include:

- An explanation why use of recycled products is required;
- Definitions of recycled content;
- A list of products that are required to have a minimum recycled material content and what those specific requirements are;
- Examples of products with recycled content;
- Information about suppliers of recycled products; and
- A statement that new recycled products are welcome if reasonable performance standards can be met.

Model Purchasing Policy for Major Institutions in the City: The City of Hemet would develop model purchasing policies and specifications for major institutions and distribute these guidelines to all of the major public and private institutions in the City. Everyone who receives the model policy would be asked to review and amend it to meet particular needs.

Legislative Advocacy Policies: Aggressively seeking legislation to promote markets for recycled materials is particularly important. Such legislation is needed to prevent a collapse in the market brought on by the burgeoning number of new recycling programs across the country. These policies can help the City evaluate legislation pending in Congress and State legislature.

Regulatory Programs: Implement regulatory programs that redefine trash, establish ordinances that deter the unauthorized removal of recyclable material from neighborhoods and collection centers and encourage recycling through a recycling credit on purchases.

Strategies

- (1) Complete, approve, implement, monitor and evaluate the Source Reduction and Recycling Element (SRRE) as part of the City's Integrated Waste Management Plan.
- (2) Encourage source separation in residential and commercial sectors by providing space internally and/or externally for the purpose of storage and collection. The City of Hemet recognizes the need to develop building standards which would encourage the separation of materials before they enter the waste stream.
- (3) Match resources within the waste stream to those management practices that are best suited to each particular resource, in order to reduce toxics, reduce quantity, and safely extract any useful energy or material from the waste prior to landfilling.
- (4) Encourage, assist and promote the establishment/expansion of industries in the City which utilize recycled goods in the manufacturing process. This task can be completed via technical assistance from the Economic Development Agency, notification of available state and federal grants, as through the application, by the City, for a Market Development Zone for recycling industries.
- (5) Enact an anti-scavenging ordinance that would declare materials set at the curbside the property of the City of Hemet/Goodwill Industries, making it illegal for any unauthorized person to take recyclable material from containers placed at the curb and set forth a fine schedule for infractions of the law.

Resource Management

- (6) Develop model purchasing policies and specifications for major institutions and distribute these guidelines to all of the major public and private institutions in the city. Everyone who receives the model policy would be asked to review and amend it to meet particular needs.
- (7) Adopt Legislative Advocacy Policies that seek to promote markets for recycled materials. Such legislation is needed to prevent a collapse in the market brought on by the burgeoning number of new recycling programs across the country. These policies can help the City of Hemet evaluate legislation pending in Congress and State legislature.
- (8) Establish regulatory programs which redefine trash, establish methods to deter unauthorized removal of recyclable materials and implement recycling credits.
- (9) Encourage market development for recycled materials by instituting government procurement policies that give purchase preference to products that are recyclable, encourage recycling, or have recycled contents.
- (10) Develop programs aimed at encouraging businesses which recycle materials into new commodities to relocate to the City of Hemet.
- (11) Every five years, review source reduction and recycling goals to correct deficiencies.
- (12) Conduct an annual assessment of City solid waste collection and street sweeping resources; evaluating adequacy of facilities and equipment serving the City; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.
- (13) Coordinate with the Riverside County Solid Waste Management Advisory Council on issues regarding the siting and operation of existing and future landfill and transfer station sites and regional recycling efforts.
- (14) Support establishment of a citywide recycling program.
- (15) In cooperation with Riverside County and local schools, participate in the development of a recycling education program.
- (16) Implement development standards as part of the municipal code which will require source reduction and recycling programs to be incorporated into new commercial, office, and industrial projects.

9. ENERGY CONSERVATION

Goal

- Efficient use and conservation of energy resources.

Issues

- Beginning with the oil embargoes of the early 1970s, there has been increasing awareness of the need to conserve non-renewable energy resources. Within the General Plan study area, future growth and development will significantly increase the demand for energy.
- Energy facilities and systems are required by the Public Utilities Commission to keep pace with development. Although current distribution facilities are presently adequate, there may be supply shortages in the future. As Hemet grows, alternatives which create a more active role in energy conservation for the City, residents, and local businesses will need to be explored.

Resource Management

Concepts

- ❑ Opportunities for the City of Hemet to insure energy savings are available not just as a result of the community-wide arrangement of land uses and in the design of individual buildings, but also in the design of neighborhoods and individual sites. Energy efficient measures can be identified at the community/neighborhood, site, and building design scales.

Community/neighborhood Design: On a community-wide scale, the City can help to reduce energy consumption in a number of ways. By encouraging increases in local employment opportunities, and by providing housing in close proximity of employment, commercial, and recreational opportunities, energy consumed by automobile travel can be reduced.

General increases in the intensity of development mean a reduction in infrastructure (streets, water lines, sewers, storm drains and other utilities) required to support structures, which in turn means a reduction in the energy required to construct and maintain the City's physical plant. A reduction in street width, for example, means less energy expended for construction and maintenance, along with affecting existing microclimates, reducing space cooling and heating needs.

Site Design: Site design affects energy consumption in the form of space heating and cooling in several ways. First, the effectiveness of passive design measures at the building scale is influenced by structure orientation and placement. Orientation affects the amount of solar gain and the effectiveness of solar shading devices (e.g. shade trees near building facades, permanent awnings, solar shade screens, etc). Second, site design affects solar access by allowing the opportunity to use south facing facades for

passive solar heating systems. Third, site design can influence the natural ventilation and shading during the cooling season. Site design can also have an effect on indirect energy uses, including water use for irrigation and the availability of usable outside spaces, such as shaded patios or open plazas.

Other measures which can be incorporated into individual site designs for all types of development include:

- ▶ the development of building groups or clusters with protected indoor or plaza/open areas which promote both exterior accessibility and enjoyment within a protected environment.
- ▶ Construction of internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation.
- ▶ Where possible, locate reflective surfaces (i.e. parking lots) on the north and east side of buildings to decrease potential heat gain and reflection to adjacent buildings; alternatively, where parking areas must be located to the south or west of buildings, provide landscaping to reduce potential heat gain.
- ▶ Orienting the maximum amount of glass possible toward the south, the side with the greatest amount of solar access (heat gain potential).
- ▶ Using appropriate building shapes and locations to promote maximum feasible solar access to individual units.
- ▶ Designing individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture.

Resource Management

- ▶ Using canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months.
- ▶ Installing windows and vents in commercial and industrial buildings to provide the opportunity for thorough ventilation.
- ▶ Using reflective roof materials to reduce solar gains, unless a passive heat system is provided.
- ▶ Incorporating the use of deciduous trees in landscaping plans, especially near buildings and around large expanses of parking lots or other paved areas.
- ▶ Incorporation of deciduous vines on walls, trellises and canopies to shade south and west facing walls, to cool them in summer months.
- ▶ Incorporating wind breaks to protect against winter winds.

Building Design: Energy used to operate a building can be categorized into direct and indirect uses. Space conditioning (heating and cooling) and appliance operation are the most direct users. Water supply, waste water treatment, and solid waste disposal consume energy indirectly. Production of commodities by industrial development is a direct user of energy, the production of food and commodities consumed by the residential sector is an indirect use of energy.

Strategies

- (1) Ensure that all new development meet or exceed the State's Title 22 energy conservation requirements.

- (2) Encourage the implementation of landscape designs that aid in energy conservation efforts.
- (3) Investigate the feasibility of adopting an Energy Conservation ordinance that will encourage the installation of energy conservation measures for rehabilitation and expansion projects, as well as encourage retrofitting energy conservation measures within existing structures that require renovation.
- (4) Support legislative efforts to revise utility rates in a manner that provides incentives for energy conservation and provides funding for research and development of alternative energy sources.
- (5) Reduce the amount of energy consumed by City operations and assist residents and business in reducing their energy consumption through the following:
 - ▶ emphasize fuel efficiency in the acquisition and use of City-owned vehicles;
 - ▶ periodically review energy consumption in city buildings and implement programs to reduce energy use; and
 - ▶ increase public awareness of energy conservation techniques through dissemination of public information.
- (6) Work with utility companies and private enterprises in their efforts to determine the feasibility of alternative energy systems.
- (7) Within new industrial facilities and major commercial buildings, encourage the installation of cogeneration systems.

Resource Management

10. MINERAL RESOURCES

Goal

- ☐ Provide adequate notice for property within the study area which is adjacent to designated Mineral Resource Zones.

Issues

No mineral deposits of statewide or regional importance exist in the General Plan study area. There are, however, minerals present which might be of local importance. In the past, limestone, serpentine, and sand and gravel were mined in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto riverbeds, respectively. Additional mining activities were also formerly conducted in the Domenigoni Mountains.

Concepts

Although no significant mineral resources exist within Study Area, the City of Hemet will take an active role in monitoring the removal of any mineral resource which might effect the community.

Strategies

- (1) Monitor County Mineral Resource Zone designations for potential changes within the study area and require that adjacent property owners are notified of such designations.

11. IMPLEMENTATION

Strategy Summary	Timing	Status	Responsible Agency	Funding
1. AIR QUALITY				
(1) Encourage and facilitate where possible, the financing and construction of park-and-ride facilities.	Ongoing	Existing Program	Community Development	Department Budget, Development Review Fees
(2) Encourage the promotion of trip reduction and traffic mitigation measures for home-to-work trips by facilitating and participating in the following programs: ▶ Goal-oriented trip reduction plans by employers (both public and private) with 25 or more employees. ▶ Encourage the development and implementation of trip reduction plans from building owners and managers with tenants employing 100 or more employees.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(3) Revise municipal code requirements to provide a reduction in the number of required parking spaces where justified by an adopted trip reduction plan.	1 year post General Plan adoption	New Program	Community Development	Department Budget, Development Review Fees
(4) Encourage support for State legislative measures which provide incentive measures to stimulate and increase the use of van pools for work-related trips.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget
(5) Design and implement a citywide system of bikeways and pedestrian trails as nonpolluting circulation alternatives.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(6) Include trip reduction requirements in the municipal code with the goal of reducing home-to-work trips by facilitating and participating in the following programs: ▶ Incorporation of design measures into new development and, where feasible into existing developments proposed for intensification, which include preferential parking areas for car and van pools, employee drop off areas, secure bicycle parking areas, bus turnout areas, etc. ▶ Dissemination of information to Hemet residents regarding the advantages of ride sharing and public transit.	Ongoing	New Program	Community Development	Department Budget
(7) Cooperate with local and regional transportation agencies to facilitate efforts to create expand the Metrolink commuter rail system into a comprehensive light rail transportation corridor along the existing A.T. & S.F. (Hemet Branch) Railway right-of-way and integrate future designs into the existing transportation network.	Ongoing	New Program	Department Budget, Public Works Department	Department Budget
(8) Involve the Riverside Transit Agency in project review procedures to coordinate future development and transit facility locations (bus stops, bus stations, Metrolink station, transfer points, etc).	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(9) Request proposals from private transportation companies for the implementation of a downtown shuttle service linking major activity centers along the Florida Avenue commercial corridor.	6 months post General Plan adoption	New Program	City Manager's Office, Public Works Department	Department Budget
(10) Consider restricting residential onstreet parking to neighborhood residents through permit programs in all areas adjacent to non-residential activity centers.	Ongoing	New Program	City Manager's Office, Public Works Department	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(11) Consider establishing maximum parking ratios in new non-residential uses where such a regulation would encourage the use of alternative modes of transit.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(12) Integrate an interconnected traffic signal control system in all new projects providing roadway improvements and develop programs to retrofit existing signals on all streets where traffic volume and delay time is significant.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(13) Encourage the development of job-intensive uses within designated employment centers to reduce the length of home-to-job commutes by local residents.	Ongoing	New Program	Community Development	Department Budget
(14) Encourage the inclusion of buffer areas within residential and sensitive receptor site plans to separate and/or buffer those uses from freeways, arterials, point sources, and hazardous material locations.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(15) Amend the municipal code to integrate a Mixed Use Overlay Area capable of combining commercial, office and residential uses in close proximity to one another as a means to enhance pedestrian movement throughout the City.	6 months post General Plan adoption	New Program	Community Development	Department Budget
(16) Where residential or office uses will be located adjacent to or near commercial development, ensure that site designs facilitate rather than discourage pedestrian movement between uses (e.g. locate buildings adjacent to the street with parking behind such that pedestrians need not walk through parking lots to reach their destination; provide clear pedestrian paths and connections, etc.). See also additional related strategies in the Community Development Element.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(17) Consider the inclusion in the municipal code of restriction on the development of new drive-through uses within the City. Where new drive-through uses are permitted, require the provision of air quality mitigation offsets.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(18) Require air quality mitigation offsets for large non-residential projects. Such offsets might include, but are not limited to, one or more of the following: ▶ adoption and implementation of a trip reduction plan; ▶ development of pedestrian and bicycle route linkages; ▶ construction of bus turnout(s); ▶ establishment of shuttle services; ▶ use of alternative fueled fleet vehicles; and/or ▶ inclusion of energy conservation features exceeding Uniform Building Code requirements.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(19) Require that construction activity and agricultural operations include appropriate and feasible measures to minimize fugitive dust. Potential measures include: ▶ Grading: ■ Minimizing the extent of cleared or graded areas at any given time by limiting the amount of top soil and vegetative cover that can be removed, to the area currently under construction.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
- Regular watering of graded and cleared areas. - Establishment of vegetative cover as soon as possible after grading is completed. - Application of AQMD approved soil tackifiers, soils stabilization mulches, and/or oil emulsions to all inactive construction areas (previously graded areas which remain inactive for more than 96 hours), where feasible. - The stockpile of topsoil removed during the grading process and its replacement on finished areas to improve revegetation of the disturbed area. - Suspension of grading operations during second and third stage smog alerts or when wind speeds (as instantaneous gusts) exceed 25 miles per hour. ► Transportation: - Establishment of maximum speed limits within construction areas. - Wash off trucks and equipment which leave construction or agricultural sites.				

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
- Development of construction traffic plans to minimize traffic flow interference from construction activities to adjacent public rights-of-way. - Require that construction activities which may decrease traffic flow on public rights-of-way are scheduled on off-peak traffic hours. ► Stationary Equipment: - Use of stationary construction or agricultural equipment which is designed to produce low emissions and/or burns low sulfur fuel. - Use of existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.				
(20) Support the development and use of alternative fuel sources for transportation related activities (i.e., city vehicles, buildings) to reduce local government energy demand.	Ongoing	New Program	Community Development	Department Budget
(21) Implement the provisions of the Solid Waste Management section of the Resource Management Element.	Ongoing	New Program	Community Development	Department Budget
(22) Cooperate with and facilitate the efforts of the South Coast Air Quality Management District, Southern California Association of Governments, Riverside County, etc., in order to establish and implement regional air quality strategies and tactics.	Ongoing	New Program	Community Development	Department Budget
(23) Request that AQMD provide local San Hemet-Jacinto Valley air quality statistics.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary		Timing	Status	Responsible Agency	Funding
2. PARKS AND RECREATION					
(1)	Implement the joint school/park facility concept described under school facilities.	Ongoing	New Program	Community Development, Parks District, Hemet Unified School District	Agency Budgets various Financing Techniques
(2)	Conduct an annual assessment of park and recreation facilities and services, evaluating adequacy of facilities serving the City; personnel staffing and program needs; and five year facility, equipment, and staffing needs based on anticipated growth and desired level of service.	Ongoing Annual	New Program	Parks District	Department Budget
(3)	Prepare and adopt a Master Plan of Parks and Recreation to identify specific future sites for parks and recreational open space by: ▶ Coordinating with State and County agencies to encourage the use of existing and planned flood control rights-of-way, reservoirs, floodplains, and utility easements for open space and both active and passive recreational uses. ▶ Incorporating, where feasible, the use of the Salt Creek Channel and other drainage channels and easements for recreational and open space uses. ▶ Locating and designating specific sites for other future park acreage and recreational facilities. ▶ Establishing conceptual green belt networks throughout the City, linking major activity and open space areas and providing a program to implement the linkages as development projects are proposed.	18 months post General Plan adoption	New Program	Parks District	Department Budget

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Strategy Summary	Timing	Status	Responsible Agency	Funding
(4) Within areas designated on the Hemet General Plan Land Use Map for mixed senior/family housing, identify and plan for recreational facilities which have separate areas, where appropriate, or can be used on a joint use basis by the following identified user groups: ▶ Active Seniors ▶ Organized Senior Groups and Sport Organizations ▶ Active Youth Groups and Sport Organizations ▶ Family Groups ▶ Youths ▶ Parents/Toddlers	Ongoing	Existing Program	Parks District	Development Review Fees, Various Financing Techniques
(5) Incorporate the guidelines and standards outlined in Table II-E-4 and Figure II-E-1 in park location and development decisions.	Ongoing	New Program	Parks District	Department Budget, Development Impact Fees
(6) Within areas designated on the Hemet General Plan Land Use map for senior housing, design recreation facilities specifically for "senior use," providing for those activities in which seniors tend to engage, and protecting such areas from incompatible uses.	Ongoing	New Program	Parks District	Development Impact Fees Various Financing Techniques
(7) Adopt a density bonus program for development which includes usable park and open space lands above the required standard.	18 months post General Plan adoption	New Program	Community Development	Department Budget
(8) Require that new specific plans incorporate sufficient park and recreation facilities, along with natural open space areas, where appropriate, to serve the needs of their future residents.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
(9) As a supplement to existing development fees, explore the following funding and acquisition sources for the acquisition and preservation of land suitable for greenbelt, habitat preservation, and other natural open space areas: ▶ Establish Assessment District(s) over undeveloped areas to acquire and develop open space resources. Pursue and establish separate Assessment Districts within developed areas to fund acquisition and development of parks and recreation facilities, and open spaces necessary to make up existing deficits. ▶ Work with private corporations, foundations, and nature conservancies to acquire open space resources.	18 months post General Plan adoption	New Program	Community Development	Department Budget
(10) Explore the desirability and feasibility of developing and implementing a Transfer of Development Rights (TDR) ordinance, as well as other options, to preserve natural open space areas.	18 months post General Plan adoption	New Program	Community Development	Department Budget
(11) Conduct a citywide public information program to provide information regarding proposed park development concepts.	12 months post General Plan adoption	New Program	City Manager's Office	Department Budget
3. OPEN SPACE				
(1) Incorporate existing and planned utility rights-of-way as both active and passive open space corridors. Continue working with EMWD, MWD, and Riverside County Flood Control and Water Conservation Districts to secure multi-use corridors along Salt Creek, the San Diego Aqueduct, Newport Road realignment, and others.	Ongoing	New Program	Community Development, Public Works Department	Quimby Act Fees, Development Impacts Fees
(2) Investigate the desirability and feasibility of expanding development impact fees for parks to include funds to be used for the acquisition of natural open spaces.	18 months post General Plan adoption	New Program	Community Development	Department Budget

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(3) Require the provision of open space and recreation areas within the urban residential portions of the City. Within the rural residential portions of the study area, emphasize the provision of equestrian trails and the preservation of natural land forms and vegetation.	Ongoing	Existing Program	Community Development	Development Review Fees
(4) Compile and maintain a survey of vacant land use within the City as a data base for future acquisition as permanent open space corridors.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(5) Unless there is an overriding public recreation need, require that open space areas which are set aside for open space as part of a development project be maintained privately. Require that open space easements, deed restrictions, and/or other such restrictions be granted and recorded over portions of development sites which are set aside for open space purposes.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(6) Conduct an inventory of lands which were set aside for open space as part of previous development approvals, and designate such lands as non-developable open space. In preparing this inventory, deem that lands set aside in previous development projects which were not clearly reserved for future development, were to be preserved as natural open space.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
4. BIOLOGICAL RESOURCES				
(1) Use the consortium of RCHCA, WRCOG and Riverside County Park and Open Space to promote the multi-species approach to habitat management programs which can be used to mitigate expected impacts on biological resources of future development within the General Plan study area.	Ongoing	New Program	Community Development	Department Budget
(2) Require biological assessments to be performed by a qualified biologist in areas where the existence of rare or endangered species is known or can reasonably be expected to exist, using Figure I-8 of the Existing Setting Report and Figure II-E-2 as a guide. In addition, require the implementation of the recommendations included in biological reports as a condition of approval.	Ongoing	New Program	Community Development	Department Budget
(3) Require all development, including roads, proposed adjacent to sensitive biological areas identified on Figure II-E-2, blue line streams, and riparian and other biologically sensitive habitats to provide adequate buffers and be set back a sufficient distance to eliminate significant impacts to such areas.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(4) Require that new development follow General Plan Concepts regarding the preservation of existing mature trees.	Post General Plan adoption	New Program	Community Development	Department Budget, Development Review Fees
(5) Where the removal of existing trees is reasonably unavoidable, all mature tree removals (those with 4" diameters or greater), require replacement at a 3 to 1 ratio, with 15 gallon minimum sized nursery trees, with the following exceptions: ► Permit relocation within the site in-lieu of replacement at a 3 to 1 ratio if determined feasible by an arborist or landscape architect.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
► Where citrus, or other tree types planted for agricultural production or natural groves exist on-site and render replacement at a 3 to 1 ratio impractical, preserve such groves or portions thereof, to the extent feasible, for incorporation into the design of the project. (i.e. models, natural landscape, common open space, trail dedications, etc.)				
(6) Where preservation and conservation of biological resources depends upon mitigation measures adopted as conditions of approval, establish the following monitoring programs: ► All discretionary approvals requiring mitigation measures for impacts to biological resources shall include the condition that the mitigation measures be monitored and modified, if necessary, unless a finding is made that such monitoring is not feasible. ► The monitoring program shall be designed to determine if the mitigation measures were implemented and if they were effective. ► The monitoring program shall be funded by the project applicant to ensure compliance with and effectiveness of conditions of approval. ► Explore opportunities of land banking of both sensitive species and their habitats for use in future mitigation programs (see multi-use corridor concept).	Ongoing	New Program	Community Development	Department Budget, Development Review Fees

Strategy Summary

Timing

Status

Responsible Agency

Funding

5. WATER RESOURCES

(1) As part of the development review process, incorporate the water resource management concepts presented in the General Plan to ensure that contemporary feasible water-saving technologies are provided and/or retrofitted into development projects.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(2) Ensure that General Plan concepts be used to encourage the use of primarily drought-tolerant plants and planting methods in new and retro-fitted landscape applications.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(3) Amend the municipal code to require water saving irrigation systems and xeriscape landscaping in all new development; and allow for the installation of gray water recycling systems for residences.	6 months post General Plan adoption	New Program	Community Development	Department Budget
(4) Where reclaimed water is or can be made available to a development project site within five years of water system construction, require the installation of a reclaimed water system for irrigation and, if applicable, industrial process purposes.	Ongoing	New Program	Community Development, Public Works Department	Department Budget, Development Review Fees
(5) Appoint a City Water Usage Monitor to check water consumption and utilization by government agency building, commercial buildings, public recreation and open space, and residences. Individuals and organizations would be "cited" for over-usage or improper usage of water resources.	1 year post General Plan adoption	New Program	City Managers's Office	Department Budget
(6) Through the City's water utility and working with area water purveyors, maintain a public information program regarding the need for and methods of water conservation.	Ongoing	New Program	Community Development, City Manager's Office	Department Budget

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(7) Maintain a water rate schedule which encourages water conservation. Encourage other area water purveyors to also maintain such a water rate schedule.	Ongoing	New Program	City Manager's Office, Public Works Department	Department Budget
(8) Invite organizations with expertise in water conservation such as the Eastern Municipal Water District and Metropolitan Water District to set up educational displays in the City Hall, Library and Community Centers.	Ongoing	New Program	City Manager's Office	Department Budget
(9) Work with area water districts to implement water harvesting and other water resource conservation and development programs (e.g. desalinization).	Ongoing	New Program	Community Development, Public Works Department	Department Budget
(10) As a condition of approval, require that individual developments install sufficient on-site and off-site water facilities as are necessary to provide adequate water service, including fire flow, to meet the performance standards of the site's water agency.	Ongoing	New Program	Community Development	Department Budget
(11) Where reclaimed water is available to a development project, or will be available within a five (5) year time frame, require that individual developments install a dual water system to utilize both reclaimed and domestic supplies.	Ongoing	New Program	Community Development	Department Budget
(12) Conduct an annual assessment of existing water facilities and the City's Water Master Plan, evaluating their adequacy, defining program needs, and identifying five year facility needs based on the anticipated level and location of growth.	Ongoing annually	New Program	Community Development, Public Works Department	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(13) Prior to the issuance of commercial or industrial building permits, or the recordation of residential tract maps, ensure the availability of required fire flows through field testing of pressure in area fire hydrants where feasible. In the absence of adequate fire flows, require either the construction of such off-site improvements as are necessary to achieve adequate fire flows or the installation of adequate on-site fire protection devices.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget
(14) Review all new development, including multi-use corridors, for water harvesting and percolation efficient designs to minimize run-off and maximize percolation and re-use of run-off water.				

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
6. HISTORIC RESOURCES AND CULTURAL HERITAGE				
(1) Prior to permitting demolition of a historic structure, require the applicant to prepare an evaluation of the condition of the structure and the cost for rehabilitation. Work with the property owner to identify adaptive reuse possibilities which are consistent with its historic value; encourage reuse of the structure when change of use is a viable alternative to destruction.	Ongoing	New Program	Community Development, Redevelopment Agency	Department Budget, Redevelopment Agency Budget
(2) Review municipal code requirements related to relocation of structures. If feasible, revise to municipal code to facilitate relocation of historic structures, where feasible, as an alternative to their destruction.	18 months post General Plan adoption	New Program	Community Development, Building and Safety Department	Department Budget
(3) Pursue registration of local prehistoric, historic, and other features which meet State or Federal requirements in the National and State Register of Historic Places.	Ongoing	New Program	Community Development, City Manager's Office	Department Budget
(4) Avoid, wherever feasible, widening roadways or increasing traffic volumes adjacent to historic structures which would jeopardize their historic integrity.	Ongoing	New Program	Community Development, Public Works Department	Department Budget
(5) Work with the local historical society and Chamber of Commerce to establish the Hemet Depot as a local museum facility to display local archaeological, as well as historical artifacts.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget
(6) Encourage preparation of a specific plan for the Hemet Stock Farm which preserves and/or recreates its original character.	Ongoing	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(7) Implement tax advantage programs where appropriate for the maintenance and rehabilitation of historic structures and properties.	Ongoing	New Program	Community Development, Redevelopment Agency, City Manager's Office	Department Budget, Redevelopment Agency Funds
(8) Review existing variance procedures and processes, and amend existing zoning regulations to provide for the maximum utilization of historic properties undergoing rehabilitation or expansion.	1 year post General Plan adoption	New Program	Community Development	Department Budget
(9) Consider the adoption of alternative building codes for designated historic structures.	1 year post General Plan adoption	New Program	Community Development, Building and Safety Department	Department Budget
(10) Maintain the historic architectural integrity of historic structures by using the following programs: ▶ Ensure that rehabilitation programs be carried out without damaging the integrity of historic structures by inappropriate alterations. ▶ Consider the use of Community Development Block Grant (CDBG) funds and commitment of redevelopment tax increments to fund an assistance program to extend low interest financing to owners of historic properties and buildings, possibly providing other assistance such as architectural, financial planning, and planning and preservation services as well. ▶ Ensure that the land use designation for, as well as the land uses around historic structures, are consistent with the community's desire for preservation of those structures, and do not conflict with, or lead to the depreciation in value of those structures or their demolition.	Ongoing	New Program	Community Development	Department Budget

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
► Require that site plans, as well as architectural scale and design adjacent to historic structures respect the historical integrity of the structure and its surroundings. "Architectural scale and design" shall include building heights, setbacks, proportion, patterns and rhythms of architectural details, roof types, projections, surface textures and colors, landscape treatment, as well as overall site design.				
(11) Require appropriate studies to be conducted for any project which has the potential to impact a known or potential historical or archaeological resource. Require archeological analysis of all sites in and around all foothill areas as part of CEQA initial study procedures prior to project applications. Ensure that the findings of such studies are implemented.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget
(12) Require the preparation of site-specific archaeological studies for proposed developments which are located at the base of hills or which contain rock outcroppings. Ensure that the findings of such studies are implemented.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(13) Develop and maintain, as a resource for the review of development proposals, an inventory of known archaeological sites and resources.	2 years post General Plan adoption	New Program	Community Development	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(14) Include the following as a condition of approval on all development projects: "If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist shall be retained by the project sponsor to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease and the Riverside County Coroner's Office shall be contacted pursuant to procedures set forth in Section 7050.5 of the Health and Safety Code."	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
7. SOIL CONSERVATION				
(1) Concurrent with the submission of a grading plan, erosion control plans shall be submitted to the Engineering Department and approved by the appropriate departments prior to the approval of a grading plan. Such plans shall, at a minimum, meet the following standards: ▶ An erosion control strategy shall be prepared which indicates in textual and graphic format the methods that will be used to mitigate erosion hazards both to and from the subject site. ▶ Erosion control plans shall be prepared by a registered civil engineer and shall cover all areas impacted by the proposed grading. ▶ The erosion control plans shall address methods of control (i.e. desalting basins, check dams, sandbagging, etc.), and interim storm drain construction if required.	Ongoing	Existing Program	Public Works Department, Building and Safety Department	Department Budget, Development Review Fees

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(2) Require that grading plans include appropriate and feasible measures to minimize fugitive dust. Potential measures include: ▶ Regular watering of cleared areas, to the extent consistent with water conservation measures. ▶ The establishment of maximum speed limits within construction areas. ▶ Minimizing the extent of cleared areas at any given time. ▶ The inclusion of sprinkler irrigation systems. ▶ The establishment of vegetative cover as soon as possible after grading is completed. ▶ The use of soil tackifiers, soils stabilization mulches, and/or oil emulsions, where feasible.	Ongoing	Existing Program	Public Works Department	Department Budget, Development Review Fees
(3) Require that all cut and fill slopes and areas subjected to grubbing or grading be landscaped with temporary ground cover as soon as is feasible. Such temporary measures should remain in place until permanent landscaping can be installed.	Ongoing	Existing Program	Public Works Department	Department Budget, Development Review Fees

Strategy Summary	Timing	Status	Responsible Agency	Funding
8. SOLID WASTE MANAGEMENT				
(1) Complete, approve, implement, monitor and evaluate the Source Reduction and Recycling Element (SRRE) as part of the City's Integrated Waste Management Plan.	Ongoing	Community Development	Community Development, City Manager's Office	Department Budget
(2) Encourage source separation in residential and commercial sectors by providing space internally and/or externally for the purpose of storage and collection. The City of Hemet recognizes the need to develop building standards which would encourage the separation of materials before they enter the waste stream.	Ongoing	Existing Program	Community Development, City Manager's Office	Department Budget
(3) Match resources within the waste stream to those management practices that are best suited to each particular resource, in order to reduce toxics, reduce quantity, and safely extract any useful energy or material from the waste prior to landfilling.	Ongoing	Existing Program	City Manager's Office	Department Budget
(4) Encourage, assist and promote the establishment/expansion of industries in the City which utilize recycled goods in the manufacturing process. This task can be completed via technical assistance from the Economic Development Agency, notification of available state and federal grants, as through the application, by the City, for a Market Development Zone for recycling industries.	Ongoing	New Program	City Manager's Office	Department Budget
(5) Enact an anti-scavenging ordinance that would declare materials set at the curbside the property of the City of Hemet/Goodwill Industries, making it illegal for any unauthorized person to take recyclable material from containers placed at the curb and set forth a fine schedule for infractions of the law.	Post General Plan adoption	New Program	City Manager's Office	Department Budget

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(6) Develop model purchasing policies and specifications for major institutions and distribute these guidelines to all of the major public and private institutions in the city. Everyone who receives the model policy would be asked to review and amend it to meet particular needs.	1 year post General Plan adoption	New Program	City Manager's Office	Department Budget
(7) Adopt Legislative Advocacy Policies that seek to promote markets for recycled materials. Such legislation is needed to prevent a collapse in the market brought on by the burgeoning number of new recycling programs across the country. These policies can help the City of Hemet evaluate legislation pending in Congress and State legislature.	1 year post General Plan adoption	New Program	City Manager's Office	Department Budget
(8) Establish regulatory programs which redefine trash, establish methods to deter unauthorized removal of recyclable materials and implement recycling credits.	Ongoing	New Program	City Manager's Office	Department Budget
(9) Encourage market development for recycled materials by instituting government procurement policies that give purchase preference to products that are recyclable, encourage recycling, or have recycled contents.	Ongoing	New Program	City Manager's Office	Department Budget
(10) Develop programs aimed at encouraging businesses which recycle materials into new commodities to relocate to the City of Hemet.	Ongoing	New Program	City Manager's Office	Department Budget
(11) Every five years, review source reduction and recycling goals to correct deficiencies.	Ongoing every 5 years	New Program	City Manager's Office	Department Budget
(12) Conduct an annual assessment of City solid waste collection and street sweeping resources, evaluating adequacy of facilities and equipment serving the City; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.	Ongoing annually	New Program	City Manager's Office	Department Budget

Strategy Summary	Timing	Status	Responsible Agency	Funding
(13) Coordinate with the Riverside County Solid Waste Management Advisory Council on issues regarding the siting and operation of existing and future landfill and transfer station sites and regional recycling efforts.	Ongoing	New Program	City Manager's Office	Department Budget
(14) Support establishment of a citywide recycling program.	Ongoing	Existing Program	City Manager's Office	Department Budget
(15) In cooperation with Riverside County and local schools, participate in the development of a recycling education program.	Ongoing	New Program	City Manager's Office	Department Budget
(16) Implement development standards as part of the municipal code which will require source reduction and recycling programs to be incorporated into new commercial, office, and industrial projects.	1 year post General Plan adoption	New Program	Community Development, City Manager's Office	Department Budget

9. ENERGY CONSERVATION

(1) Ensure that all new development meet or exceed the State's Title 22 energy conservation requirements.	Ongoing	Existing Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees
(2) Encourage the implementation of landscape designs that aid in energy conservation efforts.	Ongoing	New Program	Community Development	Department Budget, Development Review Fees
(3) Investigate the feasibility of adopting an Energy Conservation ordinance that will encourage the installation of energy conservation measures for rehabilitation and expansion projects, as well as encourage retrofitting energy conservation measures within existing structures that require renovation.	18 months post General Plan adoption	New Program	Community Development, City Manager's Office	Department Budget
(4) Support legislative efforts to revise utility rates in a manner that provides incentives for energy conservation and provides funding for research and development of alternative energy sources.	Ongoing	New Program	Community Development, City Manager's Office	Department Budget

Resource Management

Strategy Summary	Timing	Status	Responsible Agency	Funding
(5) Reduce the amount of energy consumed by City operations and assist residents and business in reducing their energy consumption through the following: ▶ emphasize fuel efficiency in the acquisition and use of City-owned vehicles; ▶ periodically review energy consumption in city buildings and implement programs to reduce energy use; and ▶ increase public awareness of energy conservation techniques through dissemination of public information.	Ongoing	New Program	City Manager's Office	Department Budget
(6) Work with utility companies and private enterprises in their efforts to determine the feasibility of alternative energy systems.	Ongoing	New Program	Community Development, City Manager's Office	Department Budget
(7) Within new industrial facilities and major commercial buildings, encourage the installation of cogeneration systems.	Ongoing	New Program	Community Development, Building and Safety Department	Department Budget, Development Review Fees
10. MINERAL RESOURCES				
(1) Monitor County Mineral Resource Zone designations for potential changes within the study area and require that adjacent property owners are notified of such designations.	Ongoing	Existing Program	Community Development, Public Works Department	Department Budget



**PAGES 11-G-1 THRU 11-G-94
HAVE BEEN ROMOVED.
PLEASE SEE APPENDIX E
FOR
UPDATED HOUSING ELEMENT**

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IMPLEMENTATION

INTERNATIONAL
INSTITUTE FOR
STRATEGIC STUDIES

INTRODUCTION

- ❑ The purpose of this chapter is to outline actions to be taken to implement the Hemet General Plan. In addition, the chapter provides direction regarding interpretation of the General Plan Land Use Map, as well as procedures for amending the plan.

1. ZONING

- ❑ Following adoption of the updated Hemet General Plan, the City's zoning map will be revised as necessary to be consistent with the General Plan Land Use Map. Where zoning is found to be inconsistent with the General Plan Land Use Map, the General Plan shall take precedence.
- ❑ In addition, a review of zoning regulations will be undertaken to identify specific provisions which may need to be revised in order to maintain consistency with the updated General Plan.

2. SUBDIVISION REGULATIONS

- ❑ Along with the review of zoning regulations, a review of City subdivision regulations will be undertaken to identify specific provisions of the subdivision ordinance which may need to be revised in order to maintain consistency with the updated General Plan.

3. ANNUAL GENERAL PLAN REVIEW

- ❑ California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Hemet City Council.

- ❑ In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. Because the strategies of the Hemet General Plan were used as environmental mitigation measures in the Plan's EIR, the annual report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

- ❑ To assist in the preparation of these reports, strategies have been summarized at the end of each General Plan Element. These implementation matrices outline not only the strategies to be pursued to implement the General Plan, but also the timing, responsibilities, and funding source for such actions.

- ❑ Pursuant to the provisions of Measure C, the growth management initiative adopted by the residents of Hemet, the City Council must ensure that new development does not cause the performance of public services and facilities to fall below performance standards included in the Public Services and Facilities Element.

- ❑ The annual report on General Plan implementation will be used to identify the performance of services and facilities in relation to the performance standards adopted as part of the Public Services and Facilities Element, and subsequently ratified by the voters of the City of Hemet.

4. DEVELOPMENT REVIEW

- ❑ State law requires that zoning and subdivision actions undertaken by cities and counties be consistent with the local general plan.

Implementation

5. CAPITAL FACILITIES

- ❑ Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the city or county and the local public works projects of other local agencies for their consistency with the general plan..." (Government Code Section 65103(c)).
- ❑ Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan.
- ❑ Few agencies within the State of California are in compliance with these requirements. It is the City's intent to execute these requirements for General Plan consistency reporting and review to the best of its ability.
- ❑ The annual General Plan consistency report process will be used to comply with the provisions of Government Code Sections 65301 and 65401.

6. GENERAL PLAN AMENDMENTS

- ❑ Any amendment to General Plan text or maps must be reviewed by the Planning Commission and be adopted by the City Council. By law, the General Plan may be amended a maximum of four times a year (several changes may be grouped into each amendment).
- ❑ The City Council or any citizen may apply to amend General Plan text or maps.

Requests are reviewed by both the Planning Commission and City Council at public hearings, and the impacts which would result from implementation are studied by staff to determine whether the proposal should be supported.

In order to ensure a compatible and consistent General Plan document, any proposed change in the Land Use Maps must be consistent with the criteria and conditions of the text.

a. Processing of Amendments

- ❑ General Plan amendment requests will be processed in accordance with State Planning Law, CEQA, and City ordinances.
- ❑ There are three categories of GPA's, with each type being of greater complexity to review and process in accordance with state requirements. There will be a range of deposits that reflect the cost of processing each type of application. The three types of GPA's will be categorized as Major, Minor and Technical amendments.

Major Amendments

- ❑ Major Amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would create substantial extension of urban services.
- ❑ Major amendments will be Council initiated. Requests for initiations will be heard twice a year.
- ❑ Any applicant requesting such an amendment will be required to first file a request for Council action to formally initiate the amendment. After Council initiation, an application may be filed with the Planning Department by the applicant.

Minor Amendments

- ❑ Minor Amendments will be considered by the Planning Commission on an ongoing basis. Minor Amendments are mapping of textual changes that do not create the need for extension or urban services to an area.

Technical Amendments

- ❑ Amendments of this nature are essentially changes to the data base and statistics used in preparation of the Plan, changes to correct textual errors, and changes within the text to clarify the meaning of policies and actions as adopted. These will be processed on an ongoing basis.

7. INTERPRETATION OF THE GENERAL PLAN

a. Map Boundaries and Symbols

- ❑ In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty:
 - ▶ Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.
 - ▶ Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.
 - ▶ Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.
- ▶ Boundaries show as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.
- ▶ Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.
- ▶ Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.
- ▶ Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.
- ▶ Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map.
- ▶ Symbols that indicate appropriate locations for proposed public facilities are not property specific. They indicate only the general area within which a specific facility should be established.

Implementation

b. Specific Standards

- ❑ Where a specific numerical standard is set forth in this plan, that number is an interpretation of the underlying General Plan text, and may be varied in application, provided that the goals of the underlying policies are met.

c. Competing Objectives and Priorities

- ❑ It is the intent of the Hemet General Plan to present straightforward goals, concepts, and strategies which present the necessary information to make future land use and policy decisions. Despite the requirements of State law requiring internal consistency of the General Plan, the inclusion of goals, concepts, and strategies which are based on competing issues is inevitable.

An example of such a case is the requirement for regular watering of areas being graded, and the desire for water conservation.

- ❑ Where such competition between issues results in seemingly inconsistent strategies, City decisionmakers will be required to consider the relative priority of such strategies at the time decisions are being made.

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APPENDIX A COMMUNITY DESIGN

ATTACHED
TO THE
ORIGINAL DOCUMENT

Appendix A - Community Design

1. INTRODUCTION

□ The purpose of the Community Design Appendix is to provide the public, designers, developers, City staff, and decisionmakers with a palette of options to fulfill the design-related concepts included within the Hemet General Plan Community Development Element. The following options are not intended to be exhaustive, nor are they intended to be rigid requirements or guidelines to be applied in all circumstances. Rather, their purpose is to suggest possibilities and stimulate creative thought, thereby enhancing the quality of design throughout the Hemet General Plan study area.

2. INFILL DEVELOPMENT

□ The establishment of infill development that is compatible with the character of existing neighborhoods within the Hemet General Plan study area is a recurrent theme of this document. The following concepts are intended to identify suggested methods of ensuring that new infill development enhances rather than conflicts with existing neighborhood areas.

□ The scale of the proposed infill development should not overpower neighboring developments. The *perceived* intensity and character of infill buildings should be similar to that of the existing neighborhood; infill development should appear to be an integral part of the neighborhood.

- ▶ Where single family residences dominate the street scene, infill development should feature single family elements along the street with the additional density behind (see Figure A-1).

- ▶ Setbacks for residential infill projects should respect existing street setbacks (see Figure A-2).

□ By using variations in building height, roof line, facade articulation, grade definition, the overall perceived mass of the proposed project can be effectively reduced. Other techniques which can be used to achieve appropriate scale relationships include:

- ▶ Vary building setback and massing of large structures along major streets to provide visual interest.
- ▶ Detail multi-story buildings so as to reduce their vertical appearance.
- ▶ Provide a greater level of architectural details at the ground level than at upper levels.

Appendix A - Community Design

Figure A-1
Residential Infill

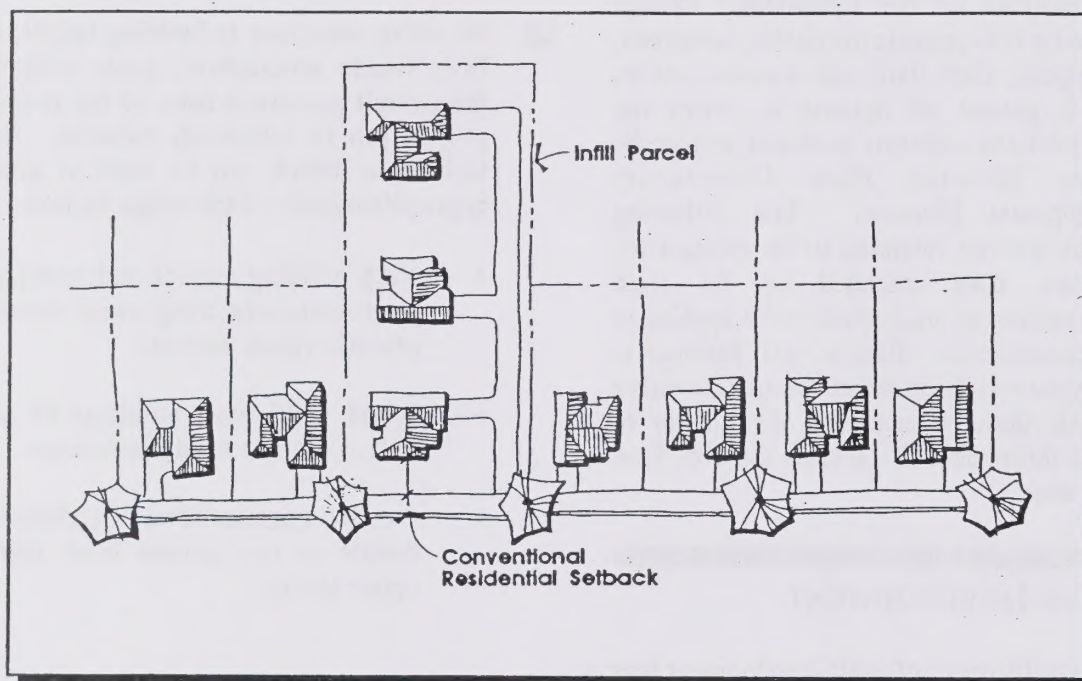
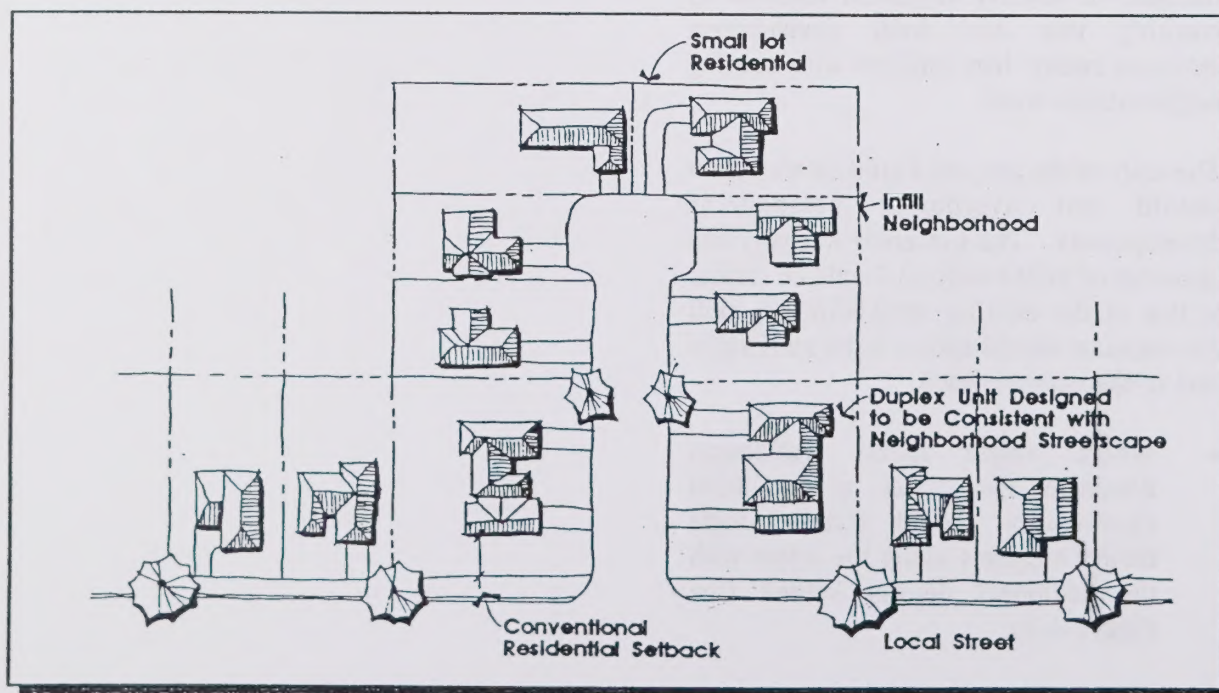


Figure A-2
Residential Infill



Appendix A - Community Design

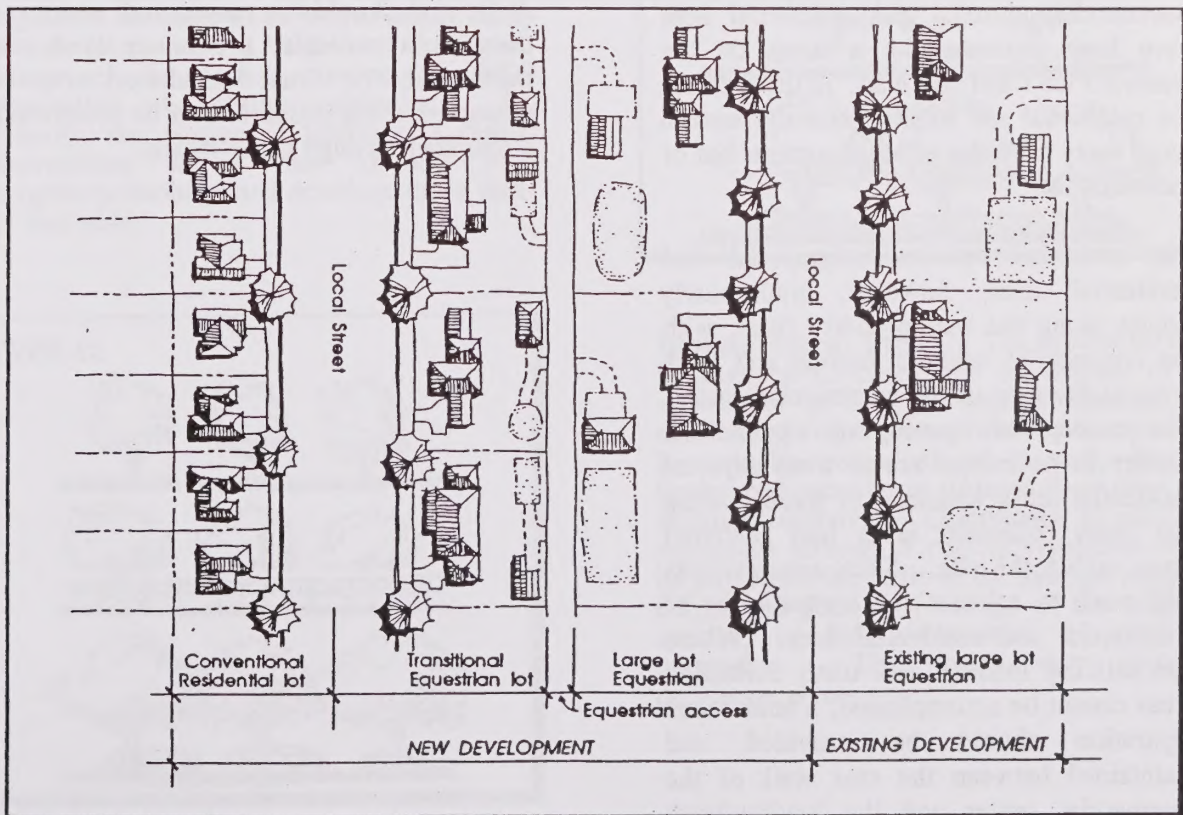
3. LAND USE TRANSITIONS AND BUFFERS

a. Urban-Rural Residential Land Use Transitions

- The General Plan Land Use map clearly defines urban and rural use areas within the General Plan study area. Where urban and rural uses meet, buffer and transitional concepts are intended to be used to soften the edges created by these two differing land use types. The basic concept is that the density of parcels on both sides of the urban-rural boundary be the same, and that the transition between rural and urban densities occur within the urban area (see Figure A-3).

Where rural residential uses abut urban, non-equestrian uses, both density and distance become determining factors in the design of residential development. Residential structures abutting large lot equestrian parcels need to have sufficient depth so that adequate separation between dwelling units and equestrian structures can be achieved without impacting either the residents of the equestrian or non-equestrian parcel.

Figure A-3
Equestrian Density Transition Example



Appendix A - Community Design

b. Residential Transitions

- ❑ In many parts of the community, transitions in density within urban residential areas can produce an inconsistent appearance along street frontages. In order to avoid these sharp density changes, the same technique used for urban-rural transitions can be used. Thus, where a transition in residential density is indicated on the General Plan Land Use Map, the size of parcels and character of development (i.e. single vs. multi-family) facing each other across a street should be the same. The transition from lower to higher density would then occur within the higher density area.

c. Commercial/Industrial to Residential Transitions

- ❑ It is generally not desirable that commercial/industrial uses share a common property line with residential uses. Thus, where possible, commercial/industrial and residential uses have been separated by a street on the General Plan Land Use map. In these cases, the residential use should generally have a focus away from the adjacent commercial or industrial use.
- ❑ The transition between commercial and residential uses, however, traditionally occurs along the rear property lines, with the commercial center's loading and trash areas at the rear of the commercial parcel. The concept of opening up commercial centers to pedestrian access from adjacent residential areas will tend to force loading and trash collection areas into sheltered areas within the site. Such arrangements will work to enhance the compatibility of commercial and residential uses. Where internalizing loading and trash collection areas cannot be accomplished, a landscaped separation should be provided and maintained between the rear wall of the commercial center and the loading/trash

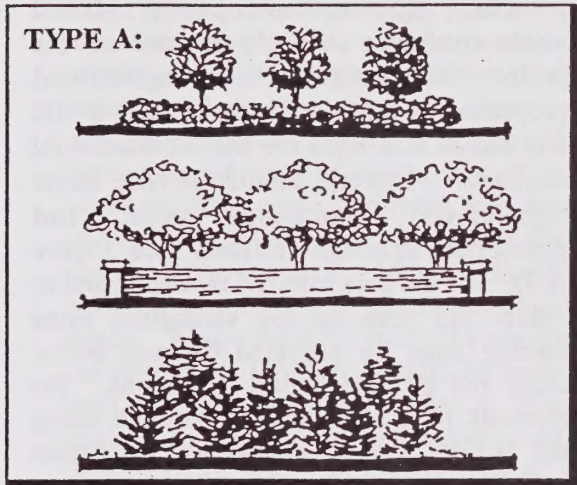
collection area. In many communities, these landscaped buffer areas have been planted outside of the perimeter wall, and been incorporated into adjacent residential parcels.

d. Land Use Buffers

- ❑ Although the General Plan Land Use map has been designed to reduce the number of land use incompatibilities which might be created as the result of new development, the need for buffers and transitions between land uses is inevitable. The primary requirements for buffers and transitions will occur along the boundaries between urban and rural lands, higher and lower intensity residential uses, commercial/industrial and residential uses, and between developed and natural areas.
- ❑ Alternative buffering techniques are illustrated on the following page (see Figure A-4), and should be considered whenever there is a potential for minor land use incompatibility, visual degradation, or other unwanted effect which cannot be completely eliminated through other means.

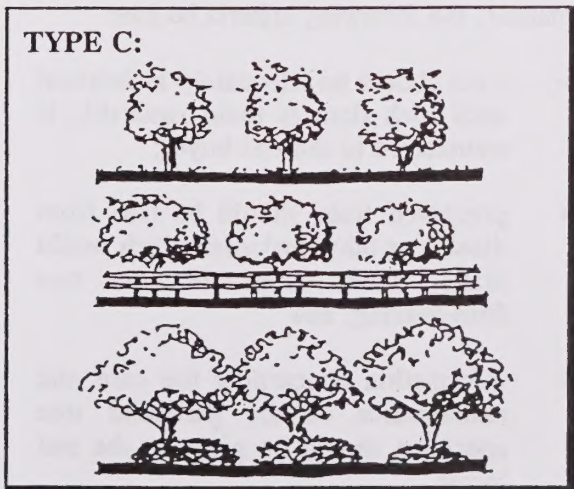
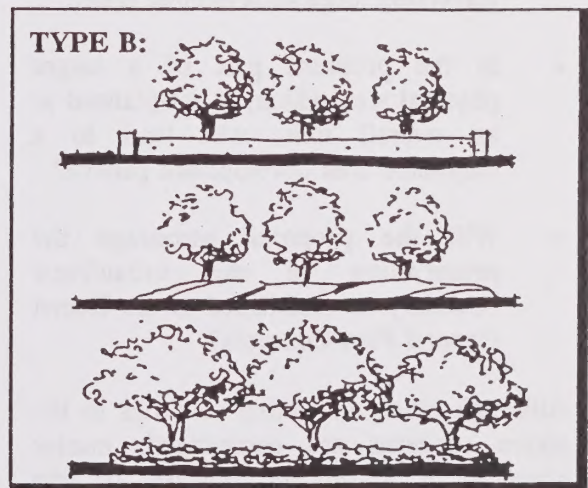
Appendix A - Community Design

Figure A-4
Land Use Buffers



Opaque Screen, Type A: An opaque screen is intended to exclude all visual contact between uses and to create a strong impression of special separation. The opaque screen may be composed of a wall, fence, or densely planted vegetative. Compliance of planted vegetative screens will be judged on the basis of the average mature height and density of foliage of the subject species, or field observation of existing vegetation. The opaque portion of the screen must be opaque in all seasons of the year. At maturity, the portion of intermittent visual obstructions should not contain any completely unobstructed openings more than 10 feet wide.

Semi-Opaque Screen, Type B: The semi-opaque screen is intended to partially block visual contact between uses and to create a strong impression of the separation of spaces. The semi-opaque screen may be composed of a wall, fence, landscaped earth berm, or planted vegetation. Compliance of planted vegetative screens will be judged on the basis of the average mature height and density of foliage of the subject species, or field observation of existing vegetation. At maturity, the portion of intermittent visual obstructions should not contain any completely unobstructed openings more than 15 feet wide.



Broken Screen, Type C: The broken screen is intended to create the impression of a separation of spaces without necessarily eliminating visual contact between the spaces. It may be composed of a wall, fence, landscaped earth berm, planted vegetation or existing vegetation. Compliance of planted vegetative screens or natural vegetation will be judged on the basis of the average mature height and density of foliage of the subject species, or field observation of existing vegetation. The screen may contain deciduous plants.

Appendix A - Community Design

e. Agricultural Buffers

■ As urban and rural residential uses incrementally extend into existing agricultural land in outlying areas, the following land use compatibility concerns will need to be addressed:

- ▶ Will the proposal create a land use pattern which is inconsistent with surrounding development?
- ▶ Does the proposal encourage a logical extension of infrastructure from adjacent parcels capable of serving future planned land uses without traversing large undeveloped areas?
- ▶ Is the proposal part of a larger physical area which, if not planned as an overall unit, will lead to a disjointed area development pattern?
- ▶ Will the proposal encourage the preservation of the urban/rural boundary as established in the Hemet General Plan Concepts?

■ Although other innovative solutions to the above concerns are encouraged, master planning a significant portion of the agricultural areas within the study area for future development would seem to be the most beneficial way to achieve a comprehensive land use plan. Such an effort should be combined with other area planning programs such as those proposed for the Northeast Hemet, Southeast Hemet, and Santa Rosa neighborhoods.

■ Where portions of the General Plan study area share a common boundary with existing agricultural properties, the following concepts for transitions and buffers should also be considered in development proposals:

Roadway Buffer and Separation: Where possible, adjacent developments should locate roadways at the perimeter of the project and adjacent to agricultural properties so as to maintain at least a 100 foot buffer area from the nearest residential structure. Buffers should include street right-of-way, landscape area, and appropriate drainage facilities (see Figure A-5). For the protection of residents, and to reduce the potential for vandalism, open fencing must be provided between buffer areas and all agricultural operations. No sidewalk or trail should be required along the buffer area to discourage pedestrian activity near agricultural operations.

Residential Setback: At locations where new residential development backs up to agricultural operations, a distance of 100 feet should be maintained from the residence to any property line (see Figure A-6).

Solid wall and landscaped berm combinations are preferred buffering techniques.

Citrus Trees on Individual Lots: The incorporation of existing citrus groves into new development as primary landscaping, "natural" landscape statements, or passive open space is encouraged. It is important that, if existing groves are used in this manner, the following criteria be met:

- ▶ trees should be adequately maintained until such time as their ownership is transferred to the end buyer;
- ▶ preserved trees should be free from disease or other maladies which would make them unusable or non fruit-bearing; and
- ▶ information concerning the care and maintenance of the particular tree specimen should be given to the end buyer.

Appendix A - Community Design

Citrus Buffer as Part of the Public Right-of-Way: A distinctive part of the Valle Vista area is the existing road network that transects the area's citrus groves. In order to maintain this significant feeling when development is proposed, three rows of trees should be preserved as part of the ultimate road right-of-way in lieu of block walls or other edge treatments (see Figure A-7. Through implementation of this design standard, the character of this neighborhood will be maintained as development takes place. Where the three rows of trees are to be preserved, provision should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care of the citrus trees within the public right-of-way.

Appendix A - Community Design

Figure A-5
Roadway Buffer and Separation

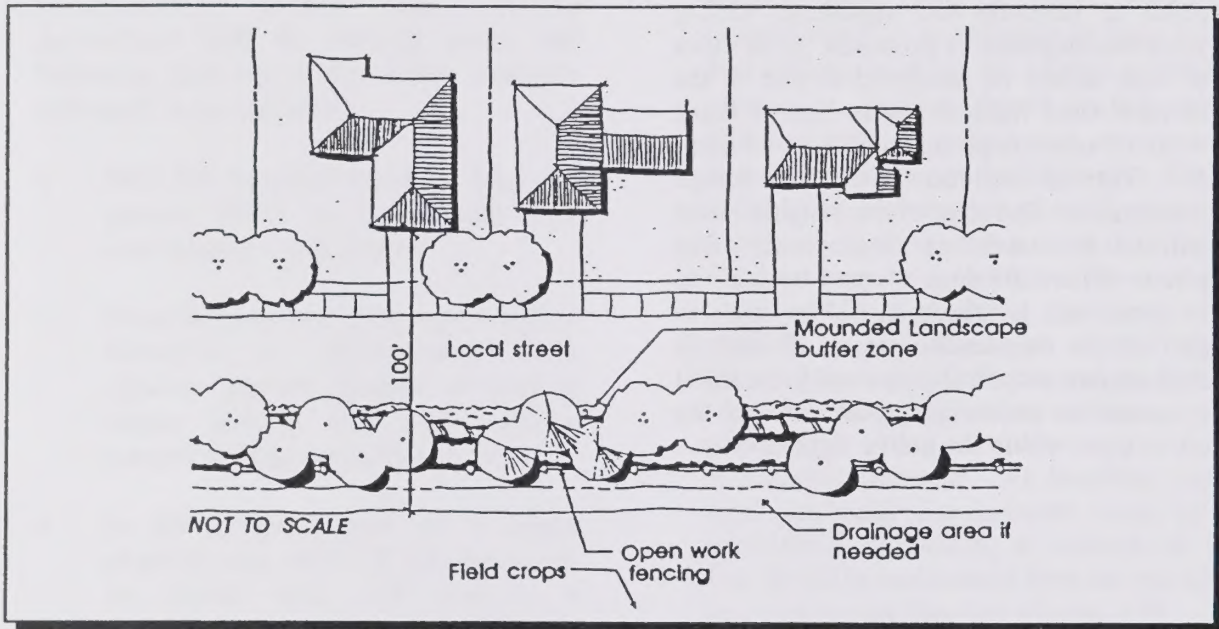
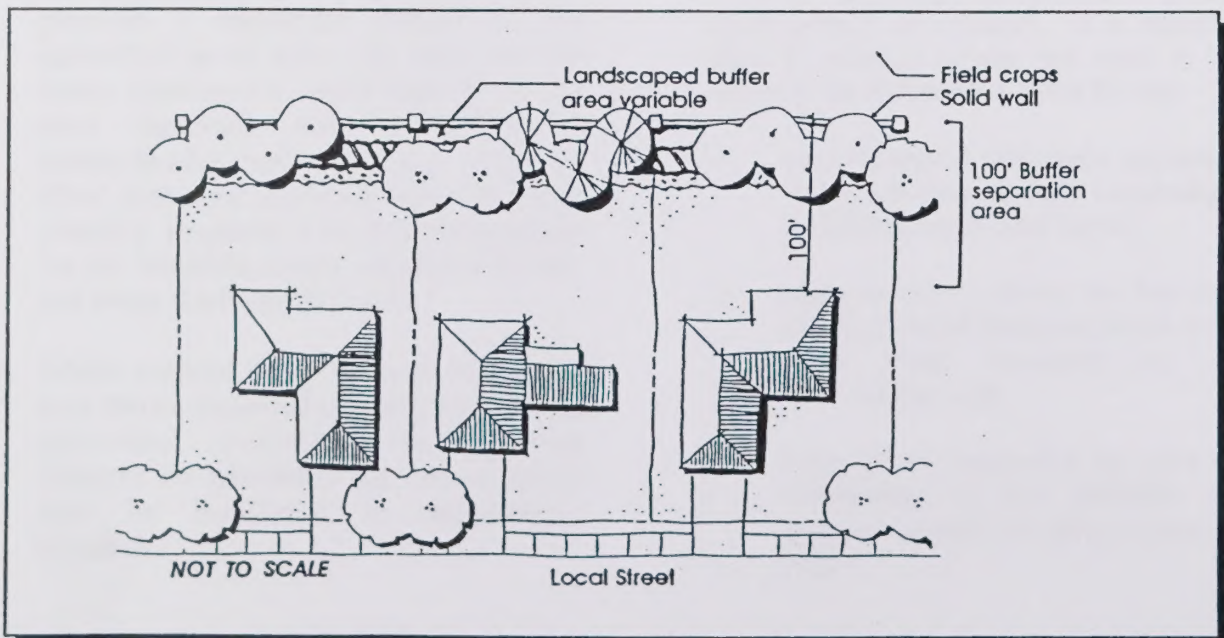
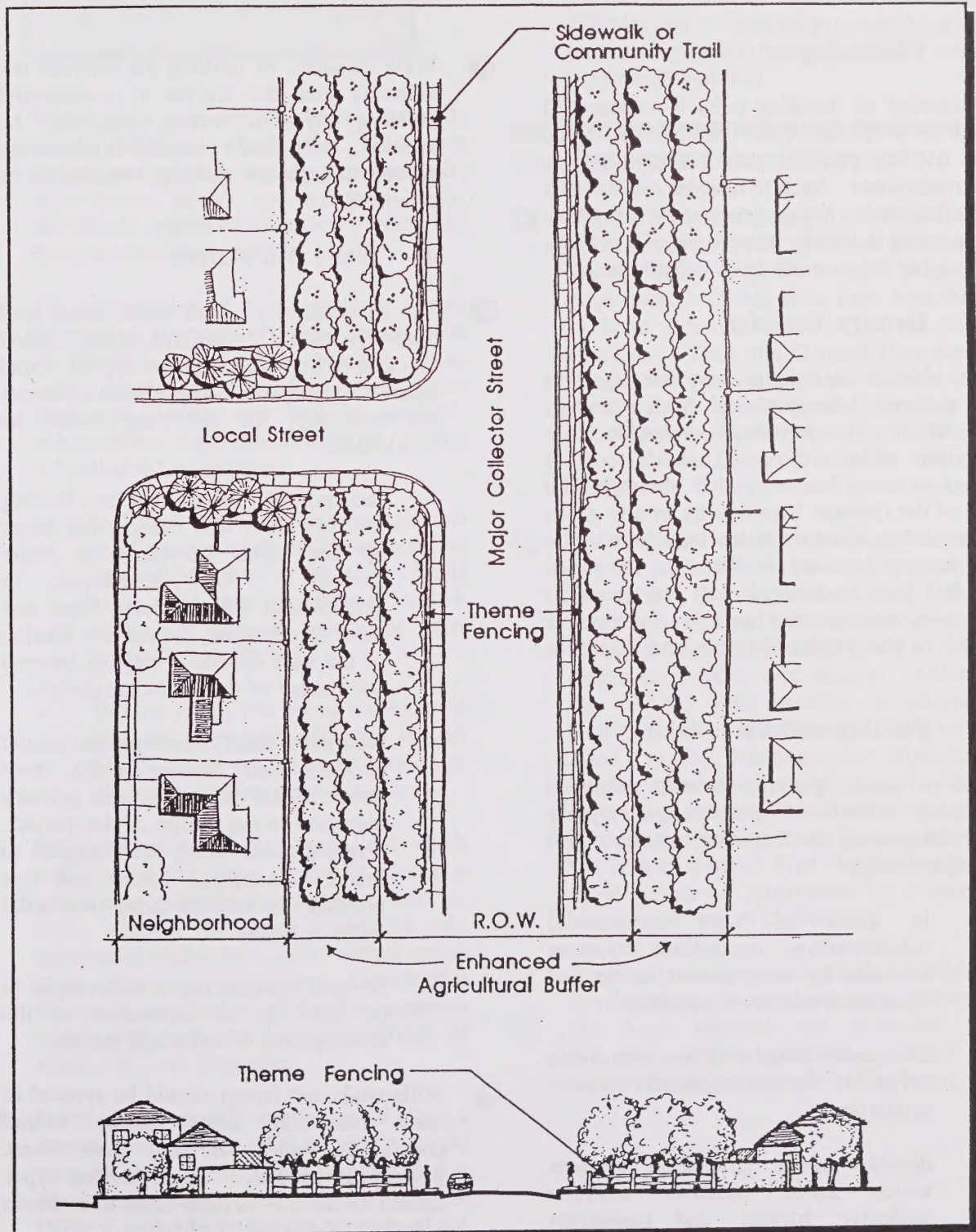


Figure A-6
Residential/Agricultural Setback



Appendix A - Community Design

Figure A-7
Maintaining Citrus Grove Character
along Valle Vista Area Streets



Appendix A - Community Design

4. CLUSTERING AND DENSITY TRANSFERS

a. Clustering

The clustering of dwelling units is encouraged pursuant to a specific plan (Government Code Section 65540), planned unit development, or similar mechanism. Such techniques can be used to create innovative design programs which allow for an increase in density of portions of a project, while keeping the over-all density constant.

b. Density Transfer

Density transfer techniques may be used to achieve a clustered development. Such a concept would allow for the movement of density from one portion of a project to another. It is important to note, however, that although 100 percent of the General Plan density in any given area would be allowed to be transferred, the related density increase in the area to which density has been transferred shall not create an inconsistency with service level requirements as described in the Public Services and Facilities Element.

c. Parking and Circulation

Onsite traffic patterns should minimize impacts on surrounding streets and property by integrating the following concepts into project design:

- ▶ in areas of high commercial concentrations, consolidate driveway locations by using shared access and circulation whenever possible;
- ▶ use internal circulation routes to create reciprocal access easements between properties;
- ▶ develop onsite circulation systems which avoid conflicts between vehicular, bicycle, and pedestrian traffic; and

- ▶ create on-site circulation systems which are logical and easy to understand from the users' point of view.

Wide expanses of parking lot between the sidewalk and the entries to commercial buildings should, where possible, be avoided. Safe, easily identifiable pedestrian access through the parking lots should be provided.

d. Walls and Fences

The installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:

- ▶ Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.
- ▶ New multi-family developments should consider rear facades which front public rights-of-way as the primary elevation in the design of the project. Street facades which are designed to include landscaped berms and tree planting are recommended over solid walls or fences.
- ▶ Bermed landscaping is encouraged to be used as an alternative to the development of walls and fences.

Solid walls and fences should be avoided in rural residential areas except around courtyards, patios, or pool areas where privacy is needed. Open fencing types should be the rule in rural areas to maintain a feeling of openness and space.

Appendix A - Community Design

Additional ideas on design alternatives for walls and fences are provided in the discussion of Buffering and Transitions.

- ❑ Where they are needed, fences or walls should relate to both the site being developed and surrounding developments, open spaces, streets, and pedestrian ways, and should respect existing view corridors to the greatest extent possible.
- ❑ Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled in" appearance.
 - ▶ In Rural Residential areas, use wall and fence materials consistent with the established theme of the area. Avoid high, solid fencing in favor of low walls, low split rail, range, or other types of open fencing.
 - ▶ The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.
- ❑ Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effects of wind, rain, and irrigation.
- ❑ When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the

wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.

5. HILLSIDE DEVELOPMENT

- ❑ The hillsides surrounding the City of Hemet have been identified by local citizens as assets worthy of preservation. Views of these natural hillside areas have been found to be a major determinant of the City's character. Thus, the General Plan depicts the general location of major hillside areas on the Land Use Map, and describes the allowable development intensity within the Land Use Districts section of the Community Development Element.
- ❑ The primary concept for the design of hillside projects is to protect and preserve the natural character of existing hillside areas by reducing the area disturbed for development, and by using natural terrain to determine development design. Although the General Plan specifies a maximum density for areas designated Hillside on the Land Use Map, minimum parcel sizes based on slopes have not been formulated. This is intended to serve as a means of encouraging clustering of development. It is the intent of the Hemet General Plan that each hillside development be approached as a unique, site-specific design challenge.

To clarify the options available for hillside development, and to ensure that aesthetics of the local hillsides are protected, the following section provides concepts on which hillside projects should be based.

Appendix A - Community Design

a. Ridgeline Treatments

☐ Structures within hillside areas should be kept off ridgelines. The prominent ridgelines within the General Plan study area should be preserved in their natural condition.

☐ Whenever possible, where a prominent ridge is within a proposed development project area, the highest point of roof lines within the project should be kept below the height of the ridgeline when viewed from the valley floor.

☐ In situations where compliance with the above guideline would preclude reasonable use of property, development should be stepped to match the profile of original ridgeline, and should be softened with landscaping.

☐ Variations in setbacks may be warranted in situations where adherence to nominal zoning requirements would otherwise prevent achievement of hillside design objectives.

b. Hillside Grading

☐ Hillside grading designs should incorporate contour grading concepts which reduce the appearance of the disruption of the natural hillside to the extent feasible. Building form and siting should respond to the topography, and should be consistent with significant landforms. When building on a hillside, the architectural form of the structure or structures should reflect the underlying topographic form and retain the integrity of the natural slope.

c. Other Hillside Development Considerations

☐ Fencing of lots within hillside areas should be avoided except within an area ten feet (10') above and below the building pad (or the high and low point of building foundations where no pad exists).

Appendix A - Community Design

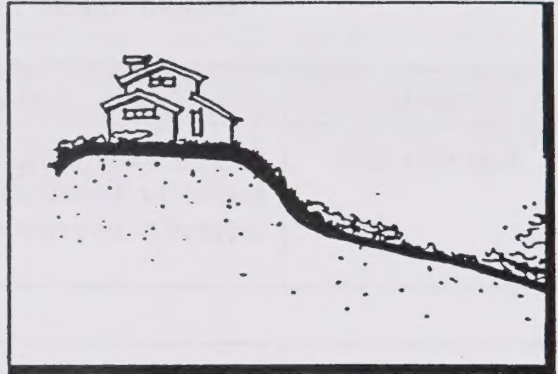
Table A-1
Desired Hillside Area Development Character

Percent Slope	Development Characteristic/Intensity
Less than 10%	Generally considered to be minimum slope areas, and as such may be mass graded for development. Significant environmental features may be required to be preserved.
10% to 15%	Mass-grading may occur, but grading should utilize contour grading techniques. Significant environmental features may be required to be preserved.
15% to 25%	All grading should be contoured and sensitive to significant environmental features. Mass grading is not appropriate. The amount of grading allowed should be based on what is minimally required to establish custom building pads and entry access. Custom architectural designs which emphasize the reduction of building pad areas are encouraged.
25% and above	Grading and development within this slope category is generally discouraged except where the following findings can be made: ▶ Linkage/Access: The area in excess of 25% slope is minimal and represents the only means of access or linkage to another area of less than 25% slope which otherwise could not be developed. ▶ Custom Homesites: Dwellings have been designed to fit the terrain so that there are no significant external signs of grading through the use of stepped foundations, small retaining walls, post and beam construction, or similar custom design features. ▶ Driveway Access: Access to the site is designed to blend with the natural terrain as much as possible while maintaining a less than 15% grade. ▶ Aesthetics: Visual impacts are not found to be significant. ▶ Safety: No adverse impacts to the public health, safety, and welfare are present.

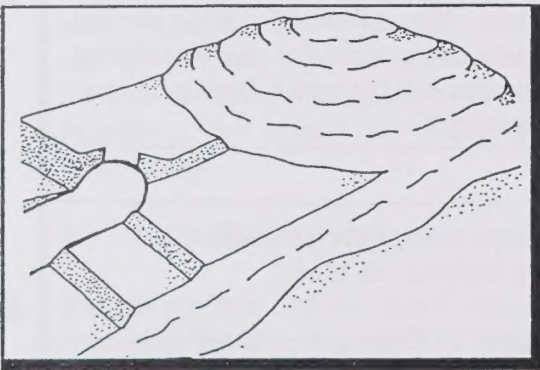
Appendix A - Community Design



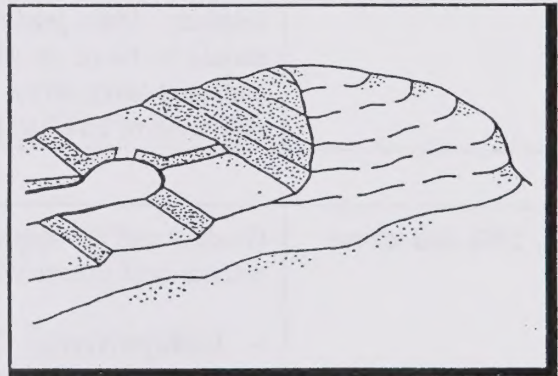
Acceptable: Development is stepped to match profile of the original ridgeline and incorporates landscaping to soften building profiles.



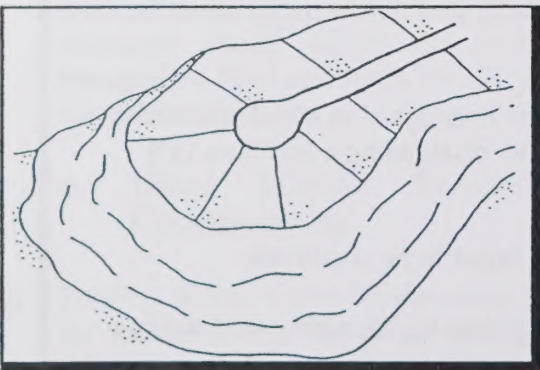
Unacceptable: Profile of building not in concept with line of slope or ridgeline.



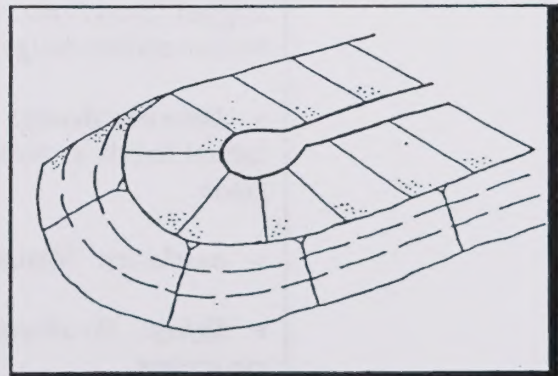
Acceptable: Edges of cut slopes are contoured to match existing hillside backdrop.



Unacceptable: Typical standard cut slope has manufactured appearance.



Acceptable: Lots use "shallow/wide" format to work with natural contours.



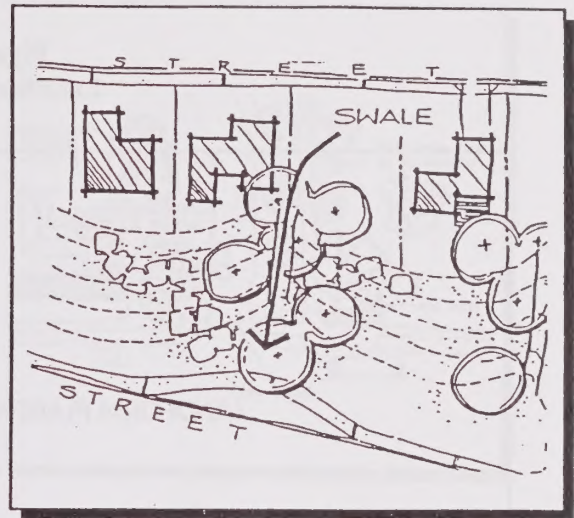
Unacceptable: Daylight line, lot depth and size, and slope gradient have harsh manufactured appearance.

Appendix A - Community Design

d. Landform Planting

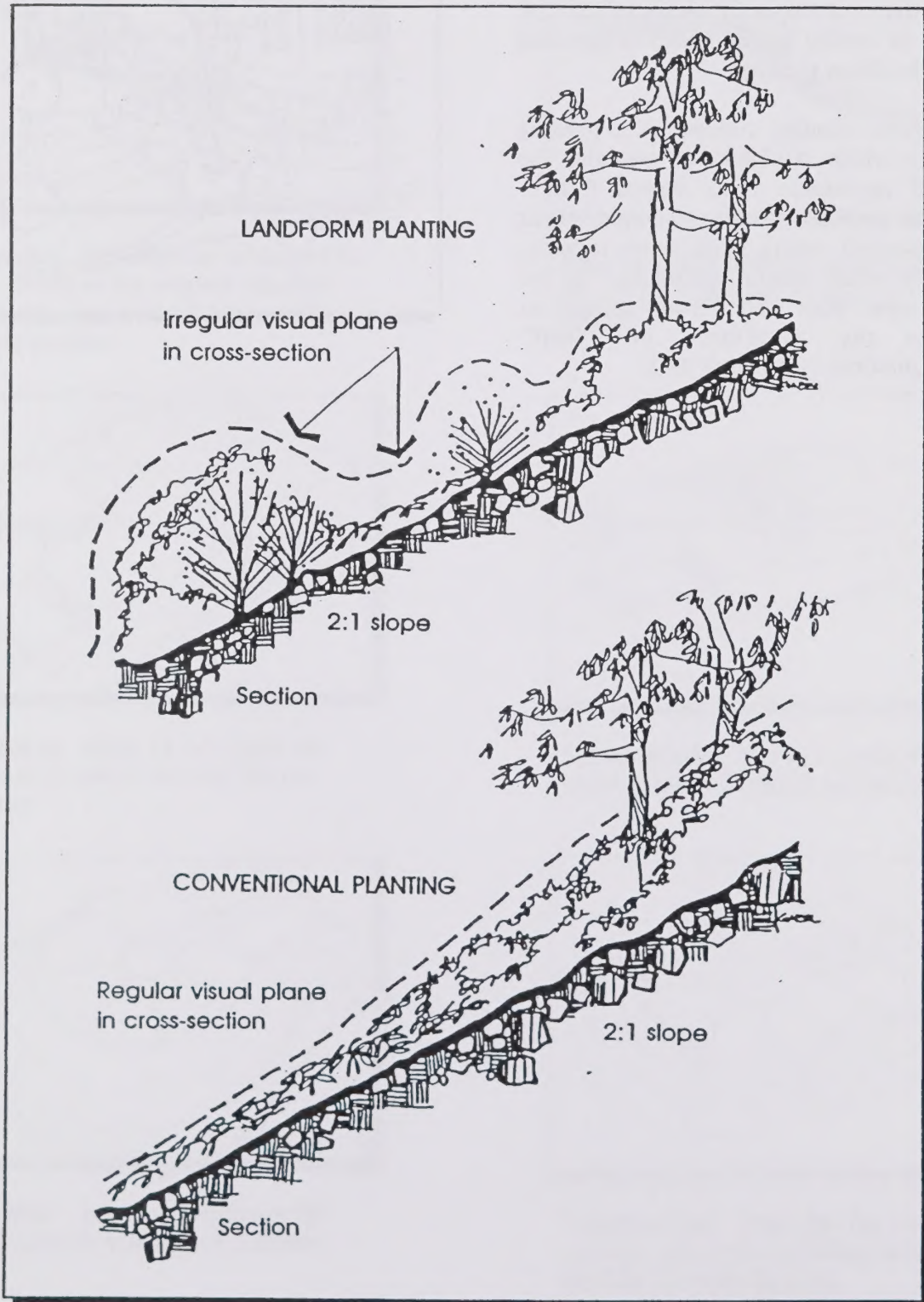
- Manufactured slopes in excess of four feet (4') in vertical height should be landscaped. Manufactured slopes in excess of ten feet (10') in vertical height should be provided with landform planting.

Landform planting consists of a planting design which reinforces or recreates the visual appearance of a natural feature. Within landform planting concepts, plants are grouped within swale areas to more closely reflect natural conditions. In the plan view, plant materials are grouped to create the appearance of "shelf" configurations (see Figure A-8).



Appendix A - Community Design

Figure A-8
Landform Planting

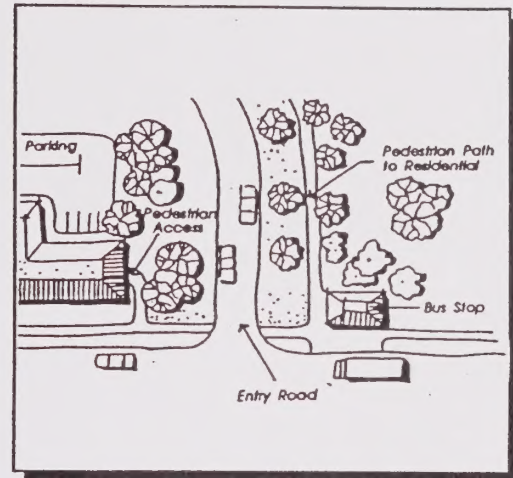


Appendix A - Community Design

6. PROJECT DEVELOPMENT

a. Site Organization

- ❑ Proposed development projects should address the opportunities and constraints present on each particular site and its adjacent surroundings. Site opportunities should be maximized to enhance the quality of the project, and conscientious steps should be taken to lessen potential negative impacts on the site and surrounding neighborhood. The physical and social needs of the specific users of the site should be evaluated and appropriately incorporated into the development plan.
- ❑ Building placement and lot layout should be designed to provide a functional relationship to the site's topography, existing vegetation and other pertinent natural features.
- ❑ Natural land features should be recognized and integrated into the site plan where feasible. Stream beds, hillsides, rock formations, unique vegetation, and similar natural features should be incorporated into the overall development concept.
- ❑ Where opportunities exist, pedestrian paths which parallel roadways should be buffered from the street with landscaping. Residential districts should be linked to local transit facilities, service related commercial, and office development via pedestrian paths and distinct gateways.

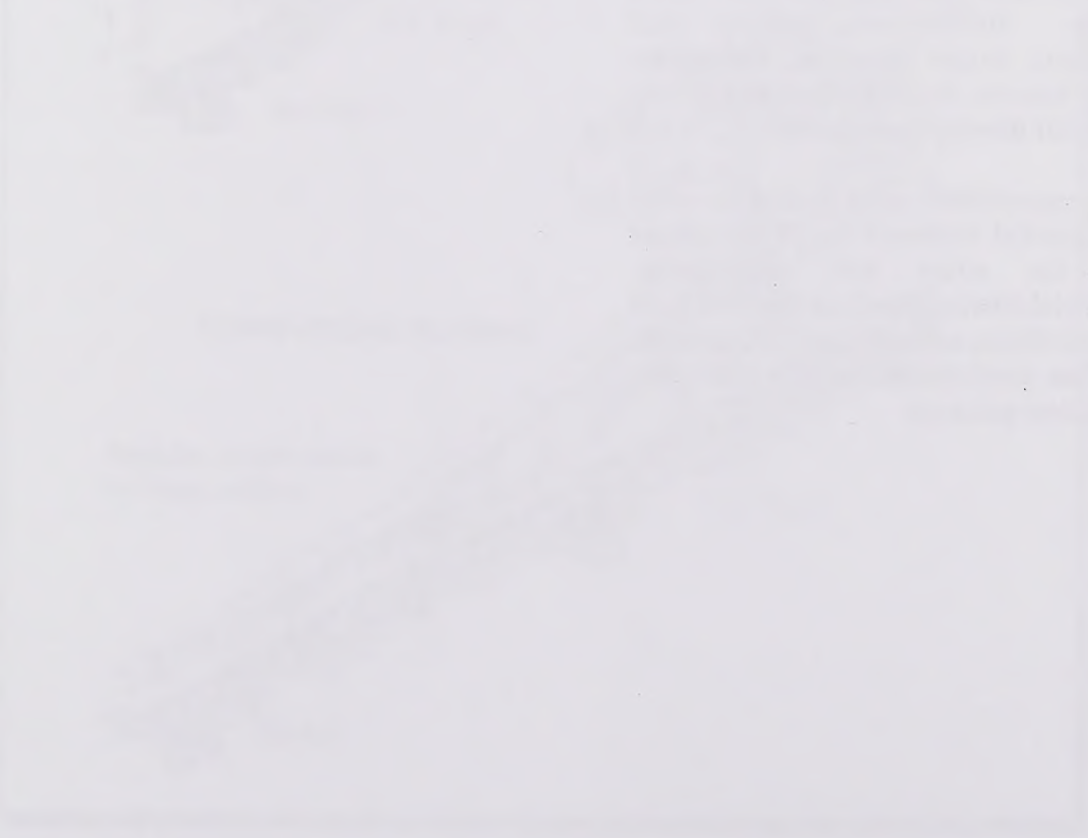


b. Architecture

New architecture should relate to the surrounding environment in regard to texture, scale, mass, proportion and color. A strong visual relationship between the building, the site, and adjacent development is considered vital for overall design compatibility. The appearance of a building should complement the character of existing development within the surrounding area.



The following information is for your information only. It is not to be used for any other purpose. The information is for your information only. It is not to be used for any other purpose. The information is for your information only. It is not to be used for any other purpose.



Appendix B - Trail Development Guidelines

APPENDIX B TRAIL DEVELOPMENT GUIDELINES

ATTACHED IS
THE REPORT
OF THE
COMMISSIONER

Appendix B - Trail Development Guidelines

CITY OF HEMET MASTER PLAN OF TRAILS FACILITIES MATRIX					
LOCATION	USER GROUP				FACILITY DESCRIPTION
	BICYCLE	PEDESTRIAN	EQUESTRIAN	MULTI-USE	
Class I Bike Path					
New Warren Road: Northern study area boundary to Simpson Road.	X	X			Bike path and Pedestrian system integrated into the City Scenic Highway Program. Additional links to County Regional Class I bike path and Class II bike lane to areas both north and south of the City.
Sanderson Avenue: Esplanade Avenue to Simpson Road.	X	X			Bike path and Pedestrian system integrated into the City Scenic Highway Program. Additional link to County Regional Class I bike path at Esplanade Avenue.
Florida Avenue: Western Study Area boundary to Acacia Avenue.	X	X			Bike path and Pedestrian system integrated into the City Scenic Highway Program. Additional link to County Regional Class I bike path at western Study Area boundary.
Stetson Avenue: New Warren Road to State Street.	X	X			Bike path and Pedestrian system integrated into the City Scenic Highway Program. The Bautista Creek Channel is also designated as a County Regional Class II bike lane.
Thorton Avenue: San Jacinto Street to Columbia Street	X	X			Bike path and Pedestrian System connecting trail links on the east and west. It is proposed that this trail be consistent with the County Trail System.

Appendix B - Trail Development Guidelines

CITY OF HEMET MASTER PLAN OF TRAILS FACILITIES MATRIX					
LOCATION	USER GROUP				FACILITY DESCRIPTION
	BICYCLE	PEDESTRIAN	EQUESTRIAN	MULTI-USE	
Fairview Avenue: Stetson Avenue to Bautista Creek Trail.	X	X			Connects Stetson Avenue trail with Bautista Creek County Regional Class II bike lane.
Simpson Road: Western study area boundary to State Street.	X	X			Bike path and Pedestrian system integrated into the City Scenic Highway Program. This bike path serves as the major off-street east/west route for bicycle traffic.
State Street: Stetson Avenue to Newport Road.	X	X			Bike path completes east leg of a loop system at the south end of the Study Area.
Class II Bike Lane					
Esplanade Avenue: Warren Road to Buena Vista Avenue.	X				This bike trail collects and distributes north and south bound traffic among County Regional and San Jacinto trail systems.
Devonshire Avenue: Florida Avenue via California Avenue to Columbia Street.	X				This bike lane provides one way (in a western direction) access to the north of the Florida Avenue commercial district.
Acacia Avenue: Florida Avenue to Fairview Avenue.	X				This bike lane provides one way (in a eastern direction) access to the south of the Florida Avenue commercial district.

Appendix B - Trail Development Guidelines

CITY OF HEMET MASTER PLAN OF TRAILS FACILITIES MATRIX					
LOCATION	USER GROUP				FACILITY DESCRIPTION
	BICYCLE	PEDESTRIAN	EQUESTRIAN	MULTI-USE	
Harrison Avenue: New Warren Road to Sanderson Avenue.	X				Provides for connection between two north/south Class I trails to service local neighborhoods and future high school.
Thorton Avenue: Lyon Avenue to San Jacinto Street and Columbia Street to Stetson Avenue.	X				Provides east/west alternative to Stetson Avenue, consistatn with County Trails System.
Newport Road: Lyon Avenue to State Street.	X				This trail link establishes the a loop at the southern most boundary of the trail system.
Lyon Avenue: Esplanade Avenue to Newport Road.	X				This bike lane represents the major on-street north/south trail within the City. It also serves as a direct connection to the future MWD dam recreation area from most of the City to the north.
Buena Vista Street: Devonshire Avenue to State Street.	X				This bike lane is intended to act as an alternate State Street which has restricted existing right-of-way.
San Jacinto Street: Menlo Avenue to Devonshire Avenue.	X				This bike lane serves to redirect bicycle traffic from State Street north to the City of San Jacinto Bike Trail system via Menlo and Buena Vista Avenues.
Columbia Street: Devonshire Avenue to Stetson Avenue.	X				Establishes a north/south link with surrounding neighborhoods.

Appendix B - Trail Development Guidelines

CITY OF HEMET MASTER PLAN OF TRAILS FACILITIES MATRIX					
LOCATION	USER GROUP				FACILITY DESCRIPTION
	BICYCLE	PEDESTRIAN	EQUESTRIAN	MULTI-USE	
Meridian Street: Park Avenue to Crest Drive.	X				Establishes a north/south link with surrounding neighborhoods. Provides connection from Santa Rosa Hills to Park Hill Multi-use Trail.
Class III Bike Route					
Menlo Avenue: San Diego Aqueduct Trail to Park Avenue.	X				This route serves to add east/west connections to north/south trails in the area
Santa Fe Street: Esplanade Avenue to Menlo Avenue.	X				Provides connection to City of San Jacinto Trail System to the north.
Class IV Multi-Use Trails					
San Diego Aqueduct Trail: Esplanade Avenue to Florida Avenue.	X	X		X	This trail is intended to serve as a direct through route from the northern boundary of the City to future regional employment areas.
Park Hill : Continuous loop around Park Hill area.	X	X			This trail is intended to be a multi-use recreational oriented trail which will provide for all user types.

Appendix B - Trail Development Guidelines

CITY OF HEMET MASTER PLAN OF TRAILS FACILITIES MATRIX					
LOCATION	USER GROUP				FACILITY DESCRIPTION
	BICYCLE	PEDESTRIAN	EQUESTRIAN	MULTI-USE	
Salt Creek and Pepper Creek Trail: Western Study Area boundary to the Little Lake area.	X	X	X	X	Provides for a multi-use trail within a mostly natural drainage course. Trial would link a future High School/ Community Park combination on the western portion of the Study Area with the Romona Bowl and Hemet Valley High School to the east.
Salt Creek South Trail: Salt Creek Trail to future MWD recreation area.	X	X	X	X	Meant to be developed when the MWD Reservoir recreation area is completed, this trail intended to provide direct uninhibited access to the future recreation facilities.
San Jacinto River and Bautista Creek Trails: Bisect the eastern most portion of the Study area.	X	X	X	X	These trails make up a portion of the Riverside County Regional Trail System. It is intended that connections to these trail serve as linkages through the city to other trails systems.
San Diego Aqueduct Trail: Esplanade to California Avenue	X	X	X	X	Provides a limited stop trail from Esplanade and the Tres Cerritos area to the California Avenue Trail.
California Avenue Trail: Riverside County Trail System to Salt Creek	X	X	X	X	Provides north/south link through City. Also provides no vehicular access to future Domenigoni Recreation area.

Appendix B - Trail Development Guidelines

Suggested Standards for Trail Development

Urban Trail Standards (Maximum Accessibility)	Bicycle and Pedestrian ¹	Bicycle only ¹	Hiking only	Equestrian only
Minimum Width (one way)	10'	5'	5'	8'
Minimum Width (two-way)	12'	8-10'	8-10'	10'
Surface	hardened, e.g. asphalt ²	hardened, e.g. asphalt	hardened	hard-packed, no paving
Shoulder	2' minimum	2' minimum	2' minimum	2' minimum
Vertical Clearance	10'	10'	10'	12'
Cross Slope	2% maximum	2% maximum	2% maximum	2% maximum
Maximum Grade	5%	5%	5%	maximum limit is erosion control
Low Use and Natural Area Standards	Bicycle, Hiking and Equestrian ³	Hiking Only	Mountain bike only (foothill and mtn. areas)	Equestrian only
Minimum width (one way)	6-8'	6-8'	6-8'	8'
Minimum width (two-way)	12-14'	12-14'	12-14'	10'
Surface	firm all-weather & unobstructed	minimize erosion	minimize erosion	minimize erosion
Shoulder	2' minimum	2' minimum	2' minimum	2' minimum
Vertical Clearance	12'	8'	8'	12'
Cross Slope	3% maximum	3% maximum	3% maximum	3% maximum
Maximum Grade	5%; rest & turning areas every 200 feet minimum	maximum limit is erosion control	maximum limit is erosion control	maximum limit is erosion control

¹ Standards meet Caltrans Class I Bikeway standards.

² Where equestrian uses occur, an appropriate trail material, such as decomposed granite, should be provided on the equestrian portion of the trail only.

³ Multiple use trails with both bicyclists and equestrians should be no narrower than 8 feet. A combined use trail with hiking and bicycling should be no narrower than 4 feet.

APPENDIX C
STONEY MOUNTAIN RANCH DEVELOPMENT GUIDELINES

Appendix B - Test Performance Guidelines

These guidelines are intended to provide a general overview of the test performance expectations for each grade level.

Grade 1				
Reading	1.1	1.2	1.3	1.4
Writing	2.1	2.2	2.3	2.4
Math	3.1	3.2	3.3	3.4
Science	4.1	4.2	4.3	4.4
History	5.1	5.2	5.3	5.4
Art	6.1	6.2	6.3	6.4
Physical Education	7.1	7.2	7.3	7.4
Music	8.1	8.2	8.3	8.4
Foreign Language	9.1	9.2	9.3	9.4
Health	10.1	10.2	10.3	10.4
Environmental Studies	11.1	11.2	11.3	11.4
Technology	12.1	12.2	12.3	12.4
Other	13.1	13.2	13.3	13.4
Grade 2	14.1	14.2	14.3	14.4
Grade 3	15.1	15.2	15.3	15.4
Grade 4	16.1	16.2	16.3	16.4
Grade 5	17.1	17.2	17.3	17.4
Grade 6	18.1	18.2	18.3	18.4
Grade 7	19.1	19.2	19.3	19.4
Grade 8	20.1	20.2	20.3	20.4
Grade 9	21.1	21.2	21.3	21.4
Grade 10	22.1	22.2	22.3	22.4
Grade 11	23.1	23.2	23.3	23.4
Grade 12	24.1	24.2	24.3	24.4

These guidelines are intended to provide a general overview of the test performance expectations for each grade level. The actual test performance expectations for each grade level are detailed in the test specifications for each grade level.

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A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET
APPROVING GENERAL PLAN AMENDMENT 99-2C FOR A CHANGE
FROM COMMERCIAL, RESIDENTIAL I AND II TO SPECIFIC PLAN AT
THE NORTHWEST CORNER OF LYON AVENUE AND FRUITVALE
AVENUE AND GENERAL PLAN AMENDMENT 99-5 A THROUGH F

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

GENERAL PLAN AMENDMENT 99-2C & ENVIRONMENTAL ASSESSMENT

APPLICANT/OWNER: Merrill Gardens, L.L.C.
AGENT: Wattenbarger Associates
LOCATION: 1001 N. Lyon Avenue
ACREAGE: 18.78± ACRES
APN(s): 441-520-041, 441-520-042, 441-520-043, 441-520-044, 441-520-045, 441-520-046, 441-520-047 & 441-520-048

GENERAL PLAN AMENDMENT 99-5 A THRU F & ENVIRONMENTAL ASSESSMENT

APPLICANT: City of Hemet (A - E)
LOCATION: Various (as noted below)
APPLICANT: Martin B. Weinberg, Martin B. Weinberg, Trustee and Daniel Montgomery (F)
AGENT: Jeffrey Homes, Inc.

- A. **CIVIC CENTER MODIFICATION** - A City-initiated request to amend text of the Hemet General Plan, specifically the general facilities and library facilities portions of the Community Development Chapter, to modify the description of the civic center area to include, but not be limited to such uses as a public library, fire station, police station, post office, city hall, senior center, community facilities public plaza, and parking. This amendment also includes the modification of the Land Use Map designations of civic center, library, and post office to be consistent with the Hemet General Plan text amendments.
- B. **FIRE STATION 3** - A general plan amendment to designate as fire station, the existing location of Fire Station 3 at the north side of Devonshire Avenue east of Cawston Avenue.
- C. **WEST VALLEY HIGH** - A general plan amendment to designate the West Valley High School site at its current location at the southwest corner of Sanderson Avenue and Harrison Avenue.
- D. **BRUBAKER PARK** - A general plan amendment to the Land Use Map to designate the Brubaker Park site at its current location at the southeast corner of Cawston Avenue and Harrison Avenue.
- E. **HAMILTON AVENUE SOUTH OF FLORIDA AVENUE** - An amendment to the Land Use Map on the 4.77+/- acres of land (APN 442-091-005) located between Hamilton and Western Avenues, approximately 150-feet south of Florida Avenue from Residential III (17 to 25 dwelling units per acre) to Industrial (I).
- F. **STONEY MOUNTAIN RANCH** - An amendment to the Land Use Map to remove "Specific Plan" designation and replace it with Residential I and Open Space. This amendment also includes text amendments to the Hemet General Plan, including single-family residential development guidelines for the Stoney Mountain Ranch area located at the southeast corner of Esplanade Avenue and Warren Road.

WHEREAS, a public notice was published in The Hemet News giving notice of a public hearing to be held by the City Council on General Plan Amendment No. 99-2C and GPA 99-5 A-F. The public hearing was held before the City Council on the 24th day of August, 1999, at the hour of 7:00 p.m., with all testimony received being made a part of the public record.

1 NOW, THEREFORE, in consideration of the evidence and findings in the Staff Report dated June 8,
2 1999, and in consideration of the evidence received at the hearing, and for the reasons discussed by the
3 Council at said hearing, the City Council now finds, determines, and resolves as follows:
4

5 **Section 1: Environmental Findings.**

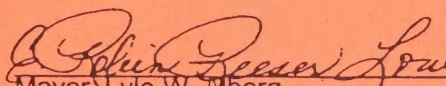
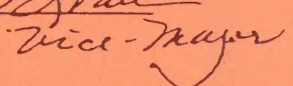
- 6
7
8 A. Initial Studies were completed in compliance with the California Environmental Quality Act and did
9 not identify any potentially significant environmental effects as a result of the project for GPA 99-2C,
10 GPA 99-5 A-E; and
11
12 B. An Initial Study was completed in compliance with the California Environmental Quality Act and did
13 identify potentially significant environmental effects as a result of the project for GPA 99-5 F, but those
14 effects were mitigable; and
15
16 C. As a result of the Initial Studies for the projects, GPA 99-2C, GPA 99-5 A-E, they would have no
17 potential to have adverse environmental effects on wildlife resources; and
18
19 D. As a result of the Initial Study for the project, GPA 99-5 F, it would have a potential to have adverse
20 environmental effects on wildlife resources unless mitigated; and
21
22 E. The City Council has independently reviewed, analyzed, and adopted Negative Declarations with de
23 minimis findings for GPA 99-2C and GPA 99-5 A-E. This review and analysis reflects the
24 independent judgement of the City of Hemet; and
25
26 F. The City Council has independently reviewed, analyzed, and adopted a Mitigated Negative
27 Declaration for GPA 99-5 F. This review and analysis reflects the independent judgement of the City
28 of Hemet; and

29 **Section 2: City Council Action.**

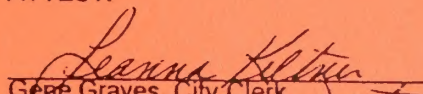
- 30
31 A. The City Council amends the General Plan Land Use Map to show the land bounded by Eaton
32 Avenue on the north, Lyon Avenue on the east, and Fruitvale Avenue on the south, as set forth in
33 Exhibit A attached hereto and incorporated herein by this reference, as Specific Plan.
34
35 B. The City Council amends the General Plan Land Use Map as shown in the attached Exhibits B - G,
36 and amend the text of the General Plan as shown in the attached Exhibits H, I AND J.
37

38 **PASSED, APPROVED, AND ADOPTED** this 24th day of August, 1999 by the following vote:

39
40 AYES: Council Members Lowe, Meadows, Tandy, Van Arsdale and Mayor Alberg
41 NOES: None
42 ABSTAIN: None
43 ABSENT: None
44

45
46 
47 Mayor, Lyle W. Alberg
48  Vice-Mayor

49 **ATTEST:**

50
51 
52 Leanna Helton
53 Gene Graves, City Clerk



STONEY MOUNTAIN RANCH

DEVELOPMENT GUIDELINES

EXHIBIT J

7/9/99

APPENDIX C

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INTRODUCTION

1.0 INTRODUCTION

1.1. PURPOSE AND INTENT

This Design Guideline document has been prepared as background information for the City of Hemet, in order to facilitate processing and approval of Residential Development within Stoney Mountain Ranch.

The purpose of the Design Guidelines is to allow for the development of quality residential, park, and open space within Tentative Tract 29129 located in the City of Hemet. These Guidelines, in conjunction with the City of Hemet's zoning ordinance will serve to facilitate Builders and City Staff in achieving the city's design objectives for development within Stoney Mountain Ranch.

PROJECT SETTING

2.0

2.0 PROJECT SETTING

2.1. LOCATION

Stoney Mountain Ranch is located in Riverside County within of the City of Hemet. The approximately 237-acre project is located at the junction of Warren Road and Esplanade Avenue. Access to the site is readily available from Interstate 215 to Warren Road via State Route 74 (Florida Avenue) from the south, and from the Ramona Expressway to the north.

2.2 SETTING

The San Diego Aqueduct Canal runs from north to south, directly west of the project site. An existing ranch is located at the southeast corner of the Esplanade/Warren intersection immediately adjacent to the project site.

The project site is generally rectangular in configuration with direct access available from both Warren Road and Esplanade Avenue. The 237-acre small project area is, at present, vacant land. The northern two-thirds of the property is relatively level to gently sloping, while the southern portion is mountainous. The site topography ranges from a low elevation of approximately 1502.5 feet above mean sea level along Warren Road and Esplanade Avenue, to highpoint of approximately 1980 feet above mean sea level at the southern project boundary. Thus, the total elevation change across the project site is approximately 478 feet. The buildable portion of the site is essentially level with a gradient of less than 1 percent. The southern portion of the site ranges from gradients of approximately 8 percent to extreme conditions approaching 100 percent gradients. Most of the southern portion of the site is unsuitable for building and will be preserved as natural open space.

LANDSCAPING

3.0

3.0 LANDSCAPE GUIDELINES

3.1 SUGGESTED LANDSCAPE PALETTE

It is the intent of these guidelines to provide flexibility and diversity in plan and material selection, while maintaining a limited palette in order to give greater unity and thematic identity to the community. The plant material lists have been selected for their appropriateness to the project theme, climactic conditions and concern for maintenance.

A limited selection of materials should be used to reinforce the individual architectural and site setting. Overall, plant material selection for given project areas, wherever possible, shall have compatible drought resistant characteristics. Irrigation programming can then be designed to minimize water application for an entire landscape setting. Unless turf is to be ground cover, shrub or tree materials should be selected from the Plant Palette in Table 3.2. Street trees in the public right-of-way must be approved by the City Parks and Recreation Commission. The owners or developers of any parcel and/or tract which requires landscape development should complement any existing landscape areas adjoining their property. Where desirable, landscape development shall reinforce or be compatible with the existing adjacent landscaped area. All streets in Stoney Mountain Ranch are public streets and shall be constructed to meet city standards in effect at the time of development. All landscaping within the public right-of-ways shall meet Public Works standards as to species, size and placement.

Plant material palettes contained herein are compatible with the climactic setting of the area. The use of some materials depending upon their site location, exposure and relationship to other influential factors, may not be appropriate.

Front yards of all homes and street fronting sideyards of corner lots shall be landscaped and installed with automatic irrigation prior to final release of gas meter installation by the city of Hemet Building Department. (See typical Lot & Corner Lot Design Plan for required landscaped area). Additionally, gas meter release shall be withheld until homes with manufactured slopes are adequately landscaped and automatically irrigated per section 3.4. Landscape and irrigation plans for Esplanade Avenue parkway frontage, the park, parkways adjacent to detention basins, and detention basins shall be submitted to and approved by City of Hemet Planning Director and Valley Wide Parks and Recreation District.

TABLE 3.2 PLANT PALETTE

BOTANICAL NAME COMMON NAME

GROUND COVER

Baccharis pilularis 'Prostrata' Dwarf Coyote Bush
 Ceanothus species Ceanothus
 Cotoneaster species Cotoneaster
 Gazania species Gazania
 Grevillea species Grevillea
 Hedera species Ivy
 Hypericum species Hypericum
 Juniperus species Juniper
 Lantana species Lantana
 Lonicera Halls Ivy
 Myoporum parvifolium
 Osteospermum fruticosum Trailing African Daisy
 Rosemarinus officinalis 'Prostrata' Rosemary
 Vinca species Vinca

SHRUBS

Acacia species Acacia
 Agapanthus species Lily of the Nile
 Arbutus species Madrone
 Archtostaphylos species Manzanita
 Calliandra species Calliandra
 Ceanothus species Ceanothus
 Cistus species Rockrose
 Cupressus species Cypress
 Dietes vegata Lily
 Dodonaea viscosa Hopseed Bush

BOTANICAL NAME

COMMON NAME

SHRUBS

Euonymus species Euonymus
 Hemerocallis hybrids Silverberry
 Heteromeles arbutifolia Daylily
 Hibiscus species Hibiscus
 Ilex species Holly
 Juniperus species Juniper
 Ligustrum species Privet
 Nandina species Heavenly Bamboo
 Nerium species Oleander
 Photinia species Photinia
 Pittosporum species Pittosporum
 Raphiolepis species Indian Hawthorne
 Rhus species Sumac
 Strelicia species Bird of Paradise
 Tecomaria capense Cape Honeysuckle
 Trachelospermum jasminoides Star Jasmine
 Xylosma congestum Shiny Xylosma

TABLE 3.2 (CONTINUED)

BOTANICAL NAME COMMON NAME

VINES

<i>Bougainvillea</i> species	Bougainvillea
<i>Cistus antaretica</i>	Rockrose
<i>Clytostoma callistegioides</i>	Violet Trumpet Vine
<i>Doxantha unguis-cati</i>	
<i>Ficus pumila</i>	Creeping Fig
<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Phaedrathus buccinatorius</i>	
<i>Wisteria floribunda</i>	Wisteria
<i>Planatus racemosa</i>	California Sycamore
<i>Albizia julibrissin</i>	Silk Tree
<i>Cinnamomum camphora</i>	Camphor Tree
<i>Cupaniopsis anacardioides</i>	Carrotwood

STREET TREES

<i>Eucalyptus citriodora</i>	Lemon Scented Gum
<i>Eucalyptus nicholii</i>	Nichol's Willow-Leaved Peppermint
<i>Eucalyptus polyanthemos</i>	Soft Dollar Gum
<i>Eucalyptus sideroxylon</i>	Red Ironbark
<i>Jacaranda acutifolia</i>	Jacaranda
<i>Lagerstroemia indica</i>	Crepe Myrtle
<i>Liquidambar styraciflua</i>	
'Palo Alto'	American Sweet Gum
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pinus halipensis</i>	Aleppo Pine
<i>Pinus pinea</i>	Italian Stone Pine
<i>Platanus acerifolia</i> 'Bloodgood'	London Plane Tree
<i>Pyrus kawakamii</i>	Evergreen Pear
<i>Schinus terebinthifolius</i>	Brazilian Peppertree

BOTANICAL NAME COMMON NAME

TREES

<i>Acacia baileyana</i>	Bailey Acacia
<i>Albizia julibrissin</i>	Silk tree
<i>Brachychiton populneus</i>	Bottle tree
<i>Ceratonia siliqua</i>	Carob Tree
<i>Cupaniopsis anacardioides</i>	Carrotwood
<i>Eucalyptus</i> species	Eucalyptus
<i>Ficus retusa</i> *	Indian Laurel Fig
<i>Geijera parvifolia</i>	Australian Willow
<i>Jacaranda acutifolia</i>	Jacaranda
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Liquidambar styraciflua</i>	
'Palo Alto'	American Sweet Gum
<i>Liriodendron tulipifera</i>	Tulip Tree
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Melaleuca</i> species	Melaleuca
<i>Pinus</i> species	Pine
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Pittosporum rhombifolia</i>	Queensland Pittosporum
<i>Platanus</i> species	Plane Tree
<i>Prunus cerasifera</i>	Purple Leaf Plum
<i>Pyrus kawakamii</i>	Evergreen Pear
<i>Quercus</i> species	Oak
<i>Schinus</i> species	Peppertree
<i>Sequoia sempervirens</i>	Coast Redwood
<i>Ulmus</i> species	Cedar

* Note: The *Ficus retusa* (Indian Laurel Fig) tree is not appropriate for use next to curbs or pavement because of its shallow and spreading root system. This tree should be planted only in expanses of lawn or large planting beds.

3.2.1 HORTICULTURAL SOILS TEST

Soils characteristics within the project may be variable. The owners of tracts and/or parcels which require landscape development shall procure a horticultural soils report in order to determine proper planting and maintenance requirements for proposed plant materials. Such a soils test shall be performed by a qualified agricultural laboratory and shall include a soil fertility and agricultural suitability analysis with pre-plant and post planting recommendations. Special attention should be paid to those areas requiring slope stabilization and erosion control.

3.2.2 IRRIGATION

All areas required to be landscaped shall be watered with an automatic irrigation system. Maintenance of the irrigation system on all individual residential lots is the responsibility of the lot owner. The irrigation system shall be designed in a manner to insure complete water coverage. Proper consideration of irrigation system design and installation as they relate to the climate conditions of the area is critical to the success of the landscape improvements. In particular, summer heat must be carefully considered to insure proper irrigation design and equipment selection. Irrigation backflow prevention devices (if required) and controllers shall be located with to minimize public visibility or shall be screened with appropriate plant materials.

3.2.3 PAVING

The following provisions shall apply to all paving surfaces throughout Stoney Mountain Ranch:

Paved areas including entry walks, driveways, and patios shall be designed as an integral component of the architectural design. The monotony of a large unbroken smooth surface should be avoided. The integration of textured surfaces such as brick, textured concrete, stamped concrete, etc., is acceptable.

- Decorative paving in streets other than asphaltic concrete may be permitted with City approval.
- Nonskid surface materials are desirable for all paving areas. Such materials may include concrete, brick, stone, and pavers of varying aggregates and textures.

3.3 OUTDOOR LIGHTING

All streets shall provide lighting no less than the minimum city standards.

- All other outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent skyglow glare and illumination on streets or adjoining property; low intensity, energy conserving lighting is preferred.
- All exterior lights should be shielded and focused to minimize spill light into the night sky or adjacent properties.
- No freestanding lighting fixtures shall exceed 25 feet in height, except public street lights. In no case shall overwash occur beyond the property lines.
- Entry monuments may be illuminated externally if they are consistent with the project design theme, glare is controlled and lighting sources concealed.
- All electrical meter pedestals and light switch/control equipment shall be located with in such a way as to minimize public visibility or shall be screened with appropriate plant materials, walls, and/or fencing.
- Energy conservation, safety, and security should be emphasized when designating any lighting system.

3.4 SLOPE CONDITIONS

In implementing the Stoney Mountain Ranch guidelines, some manufactured slopes will be created. The following measures should be implemented to prevent soil erosion and slope failure.

- All manufactured slopes over five feet in height shall be at least hydroseeded upon completion of grading.
- All slopes identified shall be automatically irrigated. The irrigation system will be maintained by the owner of each residence.
- In addition, any graded slopes of fifteen (15) feet or higher shall be planted with trees and shrubs to further stabilize the slopes.
- Selection of planting materials should be determined with careful consideration of species that do not promote erosion or slope failure.

Certain types of plants such as ice plant and creeping fescue, once highly touted for slope control, should be avoided because of their weight and tendency to hold water which, in combination, could exacerbate slope failure. Appropriate plant materials for slopes include, but are not limited to, the following:

BOTANICAL NAME	COMMON NAME
Abelia sp.	Abelia
Acacia sp.	Acacia
Baccharis pilularis	Coyote Brush
Bougainvillea sp.	Bougainvillea
Ceanothus sp.	Wild Lilac
Erica sp.	Heather
Gazania sp.	Gazania
Hedera helix	English Ivy
Hypericum calycinum	Hypericum
Lantana sp.	Lantana
Lonicera sp.	Honeysuckle
Rosmarinus officinalis	Rosemary
Trachelospermum jasminoides	Star Jasmine
Vinca major	Periwinkle
Vinca minor	Dwarf Periwinkle

ARCHITECTURE

4.0

4.0 ARCHITECTURAL GUIDELINES

4.1 ARCHITECTURAL THEME

The overall architectural goal of the Stoney Mountain Ranch project is to create a quality development in which buildings are integrated into the project and complement their surroundings. The overall architectural motif shall be traditional and ranch style, in keeping with the project theme. For all residential dwelling units in Stoney Mountain Ranch, the maximum building height shall be two stories, or 35 feet maximum, whichever is less. Attractive, durable, high quality, weather resistant materials such as wood, masonry, and stucco shall be required for all visible and/or weather exposed surfaces on building exteriors. Subdued colors, earth tones, and various shades are encouraged to be used on all structures in keeping with the character of Stoney Mountain Ranch. Bright or brassy colors and contemporary accent colors are prohibited.

Structures shall be designed with varying overhangs and eaves. Exposed rafter tails on roofs are also appropriate. Roofs shall be constructed of shake, clay or concrete tile. Composite roofing materials and asphalt shingles are prohibited. Roofing colors shall be limited to more subtle earth tones to reflect the rustic character of the project. Wood or stucco trim is encouraged.

All mechanical equipment shall be screened from view at ground level by walls or fences similar in design to the building architecture, project theme wall, wood fencing or by landscaping adequate in size to provide proper screening. There shall be no mechanical equipment (air conditioning) on the roofs. Condenser locations should not be placed within 6 feet of a bedroom window.

4.2 STONEY MOUNTAIN RANCH

The goal of residential development within a natural environment should be the enhancement of the native landscape through sensitive and thoughtful planning. The following guidelines are meant to provide developers and architects with the tools necessary to generate cohesive yet individual architecture when designing a proposed project.

Our intent is the creation of architectural styles that will establish an immediate identity for each neighborhood.

To encourage individual identity, we have grouped various architectural styles under more generalized architectural titles. These sub groups define the styles further and will provide for more variety and diversity to the designs. In order for "true" and historically accurate designs to work within the budget constraints of modern construction and market changes, some interpretation of these styles may be necessary. Any interpretations of details or finishes should still favor traditional concepts rather than a more contemporary stylization.

Finishes and details of each residence should be consistent with and applicable to the style chosen and be applied to the exterior elevations on a percentage basis as follows:

4.3 STREET SCENE

Front Elevations: 80% of the street facing facade shall be utilized to include required design elements, including decorative accent treatments.

Streetside Elevations: Any side elevations fronting a street on a corner lot must provide at least a 50% portion of wall surfaces with required design elements, including decorative accent treatments. **Note:** On single stories this applies to the upper half of the wall. On two stories it applies to the upper half of the second floor wall.

4.4 ARCHITECTURAL CHARACTER

The residences of stoney mountain ranch shall be based on designs of traditional styles to compliment the unusual and rustic nature of the site.

4.4.1 STYLES APPROVED INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:

EASTERN SEABOARD – Includes Cape Cod, Salt Box, and Victorian styles

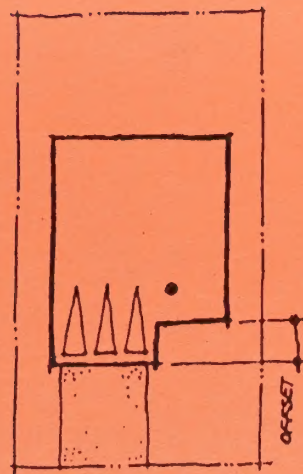
SPANISH COLONIAL – Includes Monterey, Mediterranean, and Early California styles

COUNTRY STYLES – Includes French Country and English Country styles

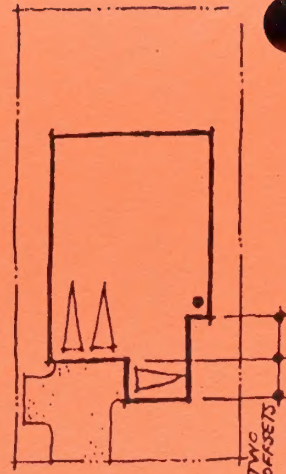
RANCH – Includes California Ranch and Craftsman Ranch styles

4.4.2 SITE DESIGNS/FRONT ELEVATIONS AND SETBACKS

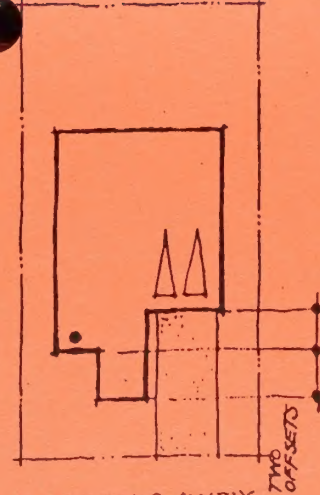
Individual residences should be sited on lots to provide a varied setback from house to house. This can be accomplished by varying the location and orientation of garage and entry doors and by varying the setback of front elements of the residence facade. At least one offset is required in the front facade. Refer to the “site design examples” (Figure 4.4.3) Detached, attached garages, recessed and turn-in garages are encouraged. A mixture of standard front loading, side loading (turn-in) and motor court garages will provide a varied and pleasing street scene.



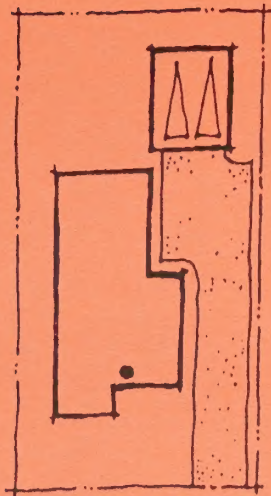
STANDARD FRONT
GARAGE ENTRY



SIDE ENTRY
GARAGE



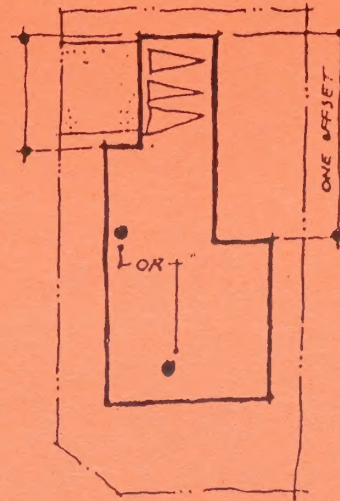
RECESSED ENTRY
GARAGE



DETACHED/SEMI
DETACHED GARAGE



MOTOR COURT
SIDE ENTRY
GARAGE



CORNER LOT
REAR ENTRY
GARAGE

NOTES:

ALL SETBACKS PER
CITY CODE.

● INDICATES FRONT
ENTRY DOOR.

△△△ INDICATES
GARAGE
LOCATION.

□ DRIVEWAY

4.4.3 SITE DESIGN EXAMPLES

4.5 ARCHITECTURAL STYLES

COUNTRY STYLES

- a. French Country
- b. English Country

1. Roofing

- a. Main roof sloping from front to back may be shallower pitch
- b. Front & rear elevation should feature steeper pitched gable or hipped roofs.
- c. Flat concrete shingle, shake or slate style materials. Ridge and hips can be accented with terracotta style clay or concrete tiles.

2. Doors & Windows:

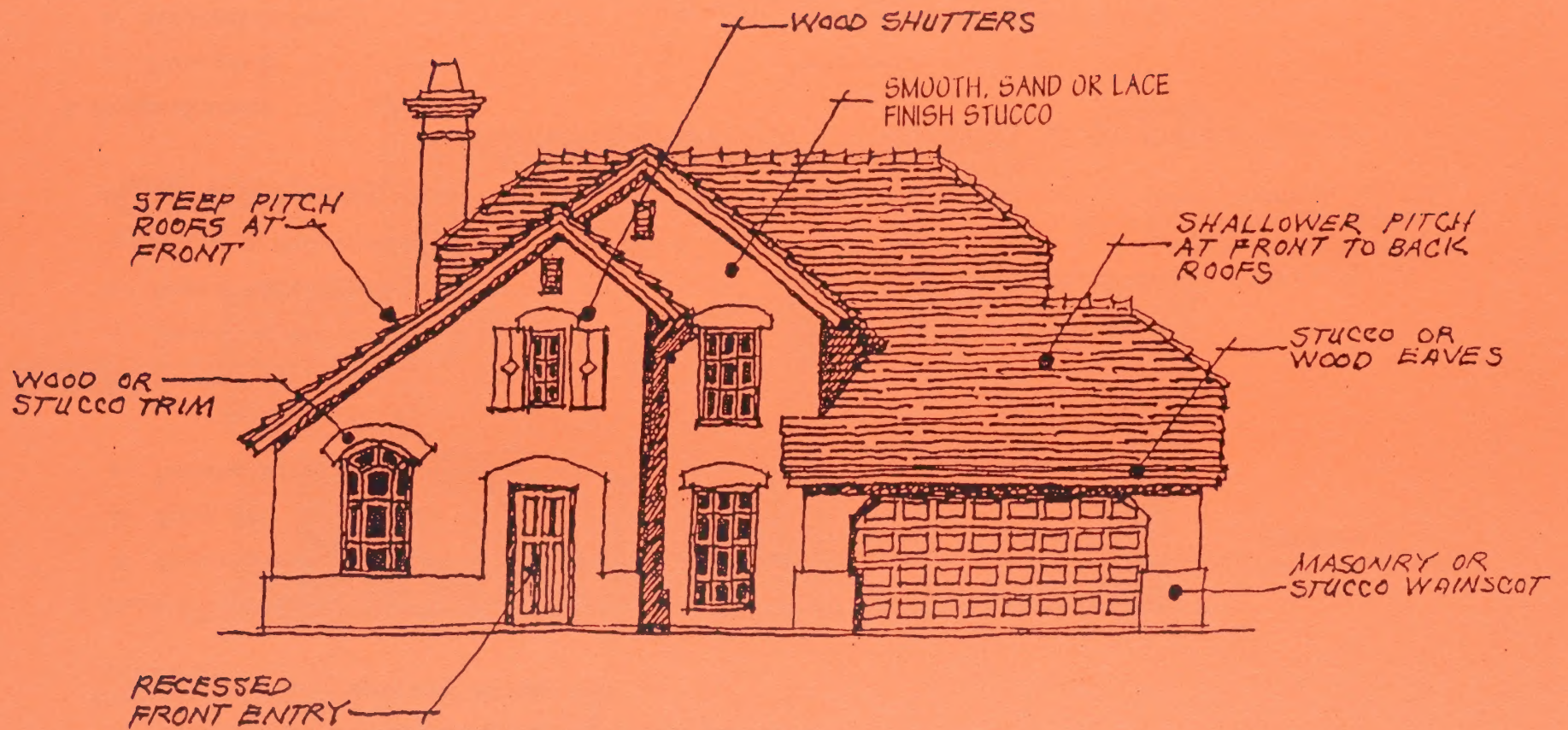
- a. Recessed or highly trimmed on front elevations.
- b. Plank style wood shutters
- c. Natural earth colors painted or stained.

3. Wall Finishes:

- a. Smooth, sand or lace, finished stucco.
- b. Authentic or simulated stone, masonry wall accents.
- c. Rough stained or painted wood trim.

4. Design elements:

- a. Wood balcony railings
- b. Soft stucco arches
- c. Corbel beams



COUNTRY STYLES

EASTERN SEABOARD

- a. Cape Cod
- b. Saltbox
- c. Victorian

1. Roofing:

- a. Main roof sloping from front to back may be a shallower pitch
- b. Front & rear elevations shall feature steep pitched gable roofs
- c. Shingle, slate, or shake style flat conc. tiles

2. Doors & windows:

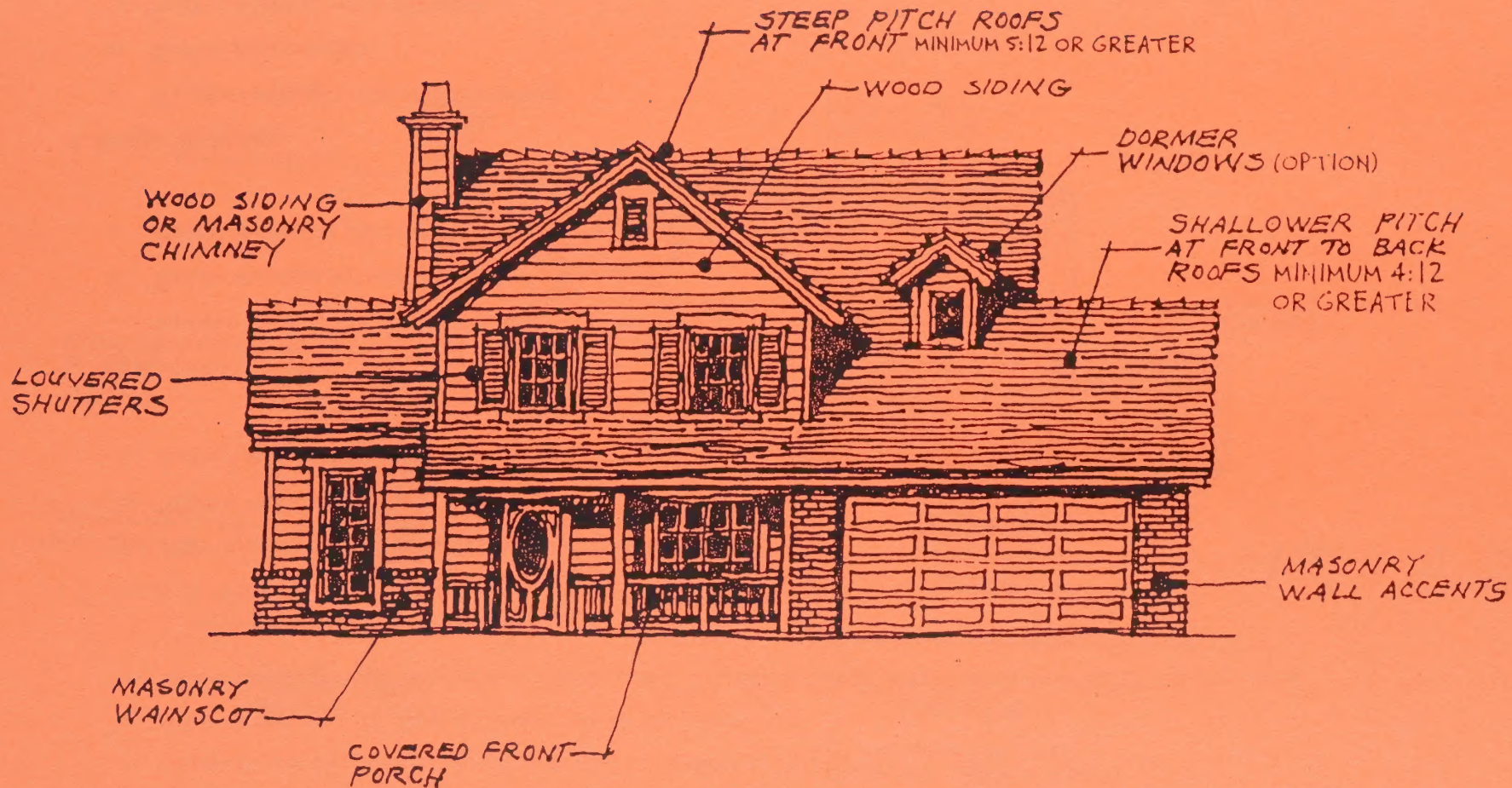
- a. Muntined windows with wood trim surround painted or stained
- b. Entry door in accent color
- c. Louvered wood shutters in accent colors.

3. Wall Finishes:

- a. Smooth, sand or lace finish stucco.
- b. Stone or masonry wall accents
- c. Smooth or textured wood lap siding or shingles.
- d. Smooth or wood trim stained or painted.

4. Design elements:

- a. Front porch
- b. Louvered shutters
- c. Masonry or stone accents.
- d. Intricate wood trim details at Victorian



EASTERN SEABOARD

SPANISH COLONIAL:

- a. Early California
- b. Mediterranean
- c. Monterey

1. Roofing:

- a. Main roof sloping from front to back may be a shallower pitch.
- b. Front & rear elevation gables on hips shall be shallow pitched.
- c. Clay or concrete "S" Tiles at Mediterranean elevations.
- d. Shake or shingle style flat cone, or clay or conc. "s" mission tiles at early California or Monterey elevations.

2. Doors & Windows:

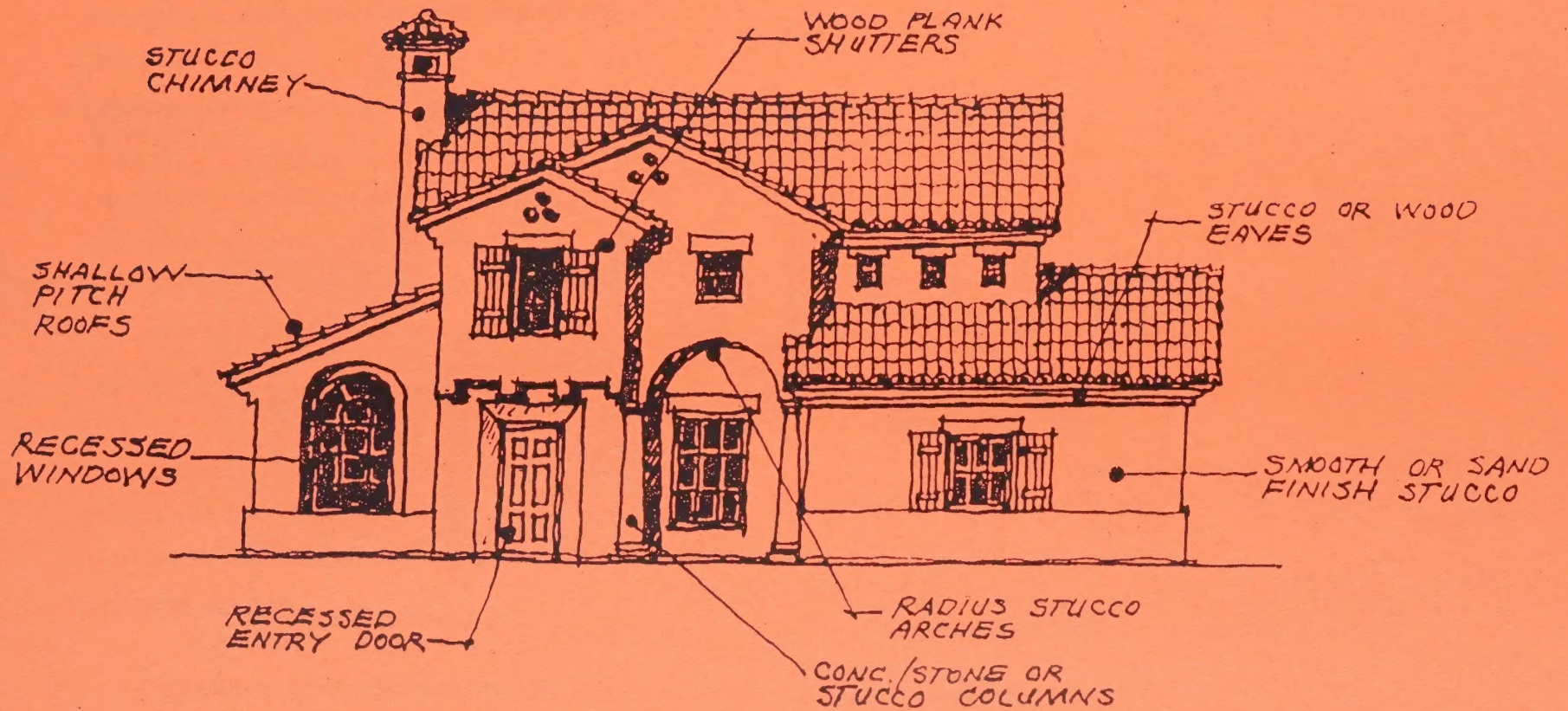
- a. Muntined windows with stuccoed or stained wood trim.
- b. Stained wood entry door.
- c. Stained wood plank shutters.

3. Wall Finishes:

- a. Smooth sand or lace finished stucco
- b. Stucco wainscot in accent color.
- c. Rough stained or painted wood trim.

4. Design elements:

- a. Wood or wrought iron balcony railing
- b. Radius stucco arches.
- c. Stucco, wood or conc. columns.
- d. Stuccoed or wood corbels under soffits.



SPANISH COLONIAL

RANCH

- a. California Ranch
- b. Craftsman

1. Roofing:

- a. Main roofing sloping from front to back may be a shallower pitch.
- b. Front & rear elevations shall feature shallow pitched gables.
- c. Shingle, or shake style flat conc. tiles

2. Doors& Windows

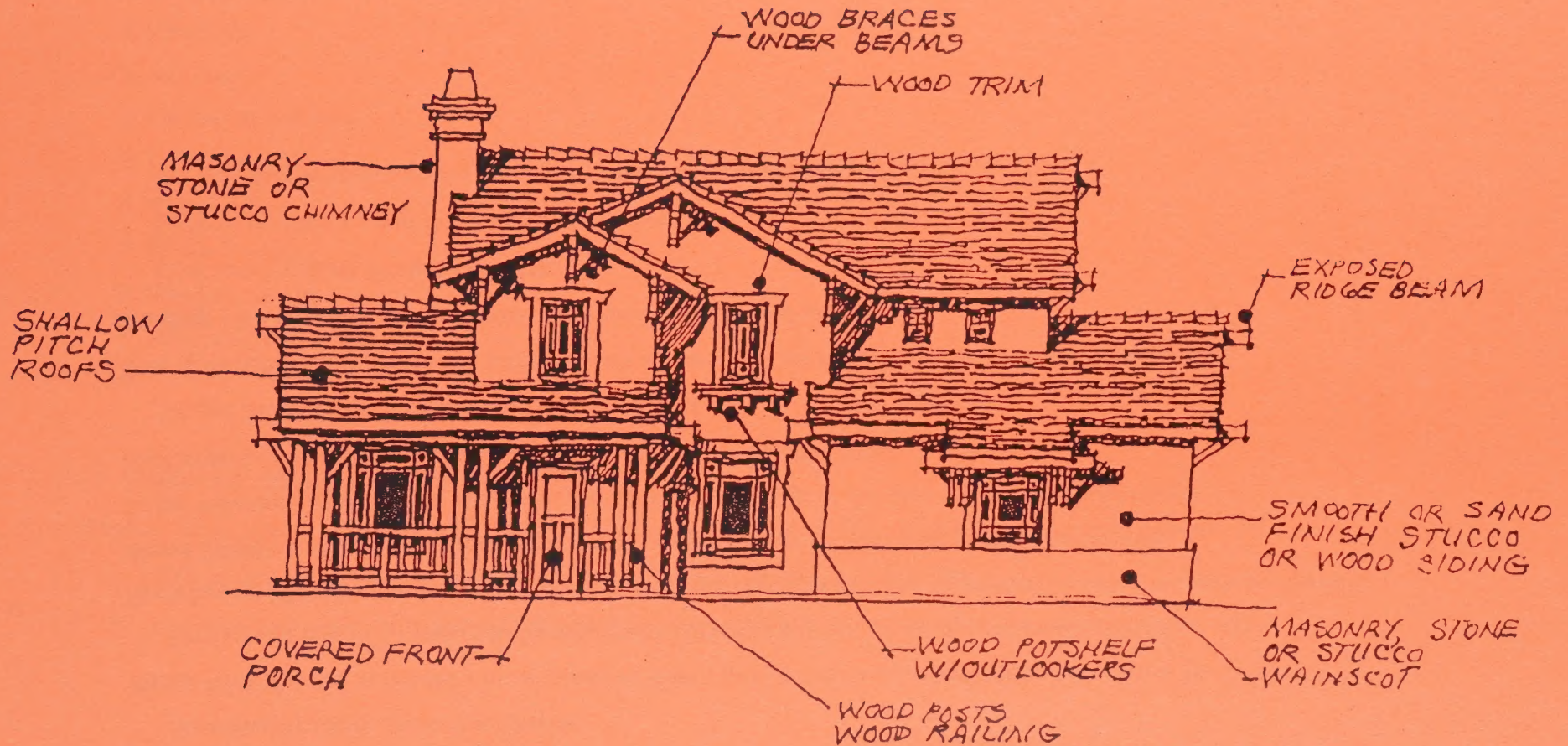
- a. Single light or muntined windows with wood trim surrounds.
- b. Entry door stained or painted.
- c. Stained or painted textured wood trim surrounds.

3. Wall Finishes:

- a. Smooth, sand or lace finish stucco
- b. Smooth or textured wood lap, sidings, shingles or board & batten siding
- c. Stone or masonry accents.
- d. Smooth or textured wood trim stained or painted.

4. Design elements:

- a. Front porch.
- b. Exposed ridge beam extensions with bracing.
- c. Masonry or stone wainscot accents
- d. Wood potshelves at window.



RANCH

4.6 REQUIRED DESIGN ELEMENTS

Roofs: Clay or concrete roofing tiles, flat slate or shake style, or one piece "S" or traditional two piece mission tiles.

Windows: Painted aluminum, wood or vinyl in appropriate colors. No mill finish aluminum allowed

Doors: Wood, metal or fiberglass painted or stained

Exterior wall finishes: Smooth, sand finish or lace stucco, lapped or board & batten wood siding, masonry (brick or stone) veneers as accents.

Synthetic or simulated stone or siding is acceptable.

Decorative Accent Treatments: Precast stone, masonry, brick, stucco furrows or precast concrete used as wainscot along foundations.

Simulated/synthetic stone is acceptable.

Wood trim: Painted or stained trim at windows, doors, gates, eaves, beams, potshelves, balconies & porch pickets.

For exposed roof rafter ends/tails 3x min. width is preferred in lieu of 2x exposed rafter ends/tails.

Metalwork: Wrought iron balconies, railing or grillwork shall be shaped to appropriate architectural style and painted.

Wood Shutters: Painted or stained an accent or complimentary color to main body of house color.

Color Palette: Colors used on residences shall reflect the heritage of the appropriate architectural style.

Wall colors: Traditional earth tones and pale pastels as main body colors.

Deeper tones of matching color for wainscot accent or trim accent is suggested.

Trim & Accents: Complimentary whites or dark accent for trims, eaves, doors, windows & shutters.

Roofing: Natural colors to approximate the appropriate material such as:

Dark browns, grays & blacks for slate.

Light & medium browns for shingles and shakes.

Pale and dark terracotta colors for clay or conc., "S" or mission tiles.

4.7 REQUIRED DESIGN ELEMENTS

Each residence shall contain a minimum of 4 design elements from the following list of architectural features:

1. Roofing types & fascia & barge details.
2. Chimneys.
3. Balconies.
4. Porches & columns
5. Gable accents.
6. Wall finishes
7. Window styles
8. Window accents
9. Various details.

4.8 WINDOW DESIGN/ STYLES:

Windows with enriched detailing and or trim surrounds are encouraged. This can be accomplished as follows:

- a. 100% muntined windows at front & street fronting side elevation on corner lots.
- b. Trim surrounds, recessed or pop-out windows at various locations around exterior. For all architectural styles.

MONUMENT WALLS & FENCING

OPEN SPACE

MONUMENT ENTRY WALL & SIGN

SUGGESTED PROJECT I.D. MARKERS

PROJECT PERIMETER THEME WALL LOCATIONS

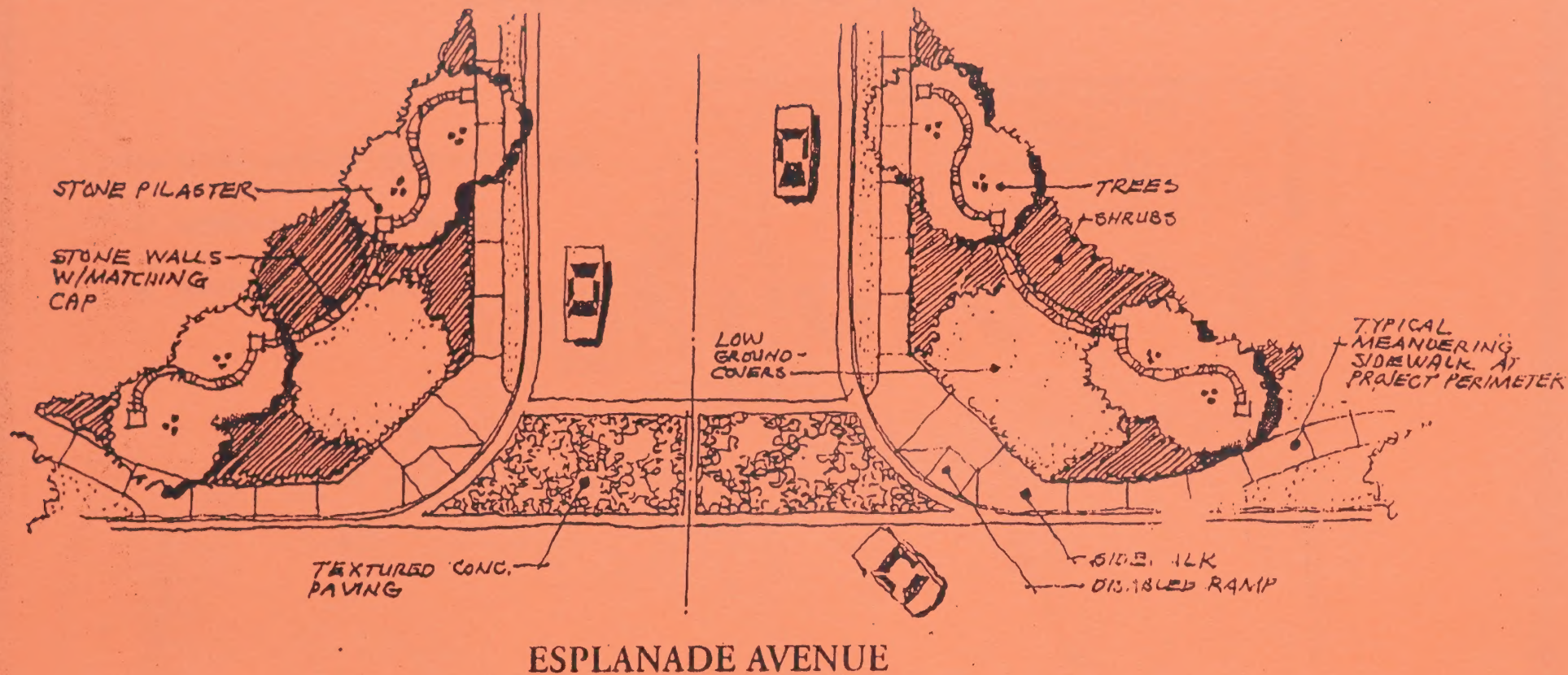
PARK

AVENUE

STREET

- MONUMENT ENTRY WALL & SIGN
- SUGGESTED PROJECT I.D. MARKERS
- PROJECT PERIMETER THEME WALL LOCATIONS

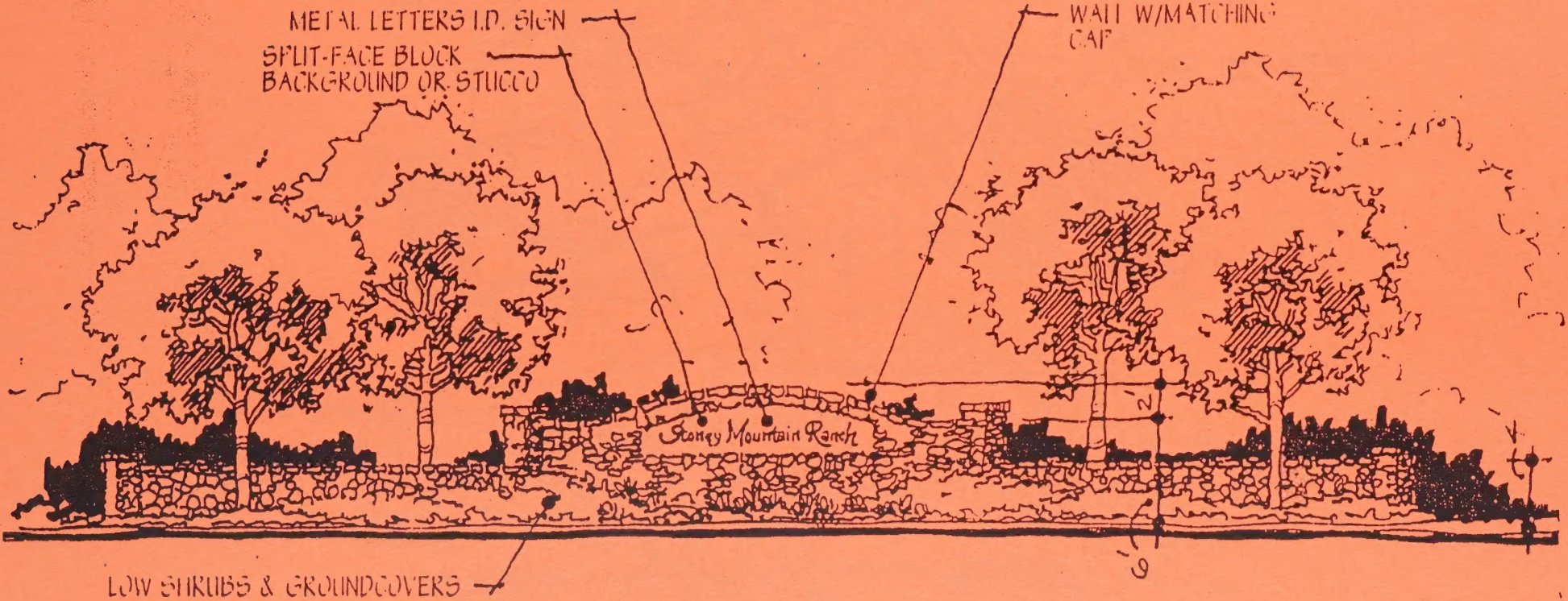
5.1 MASTER SITE PLAN



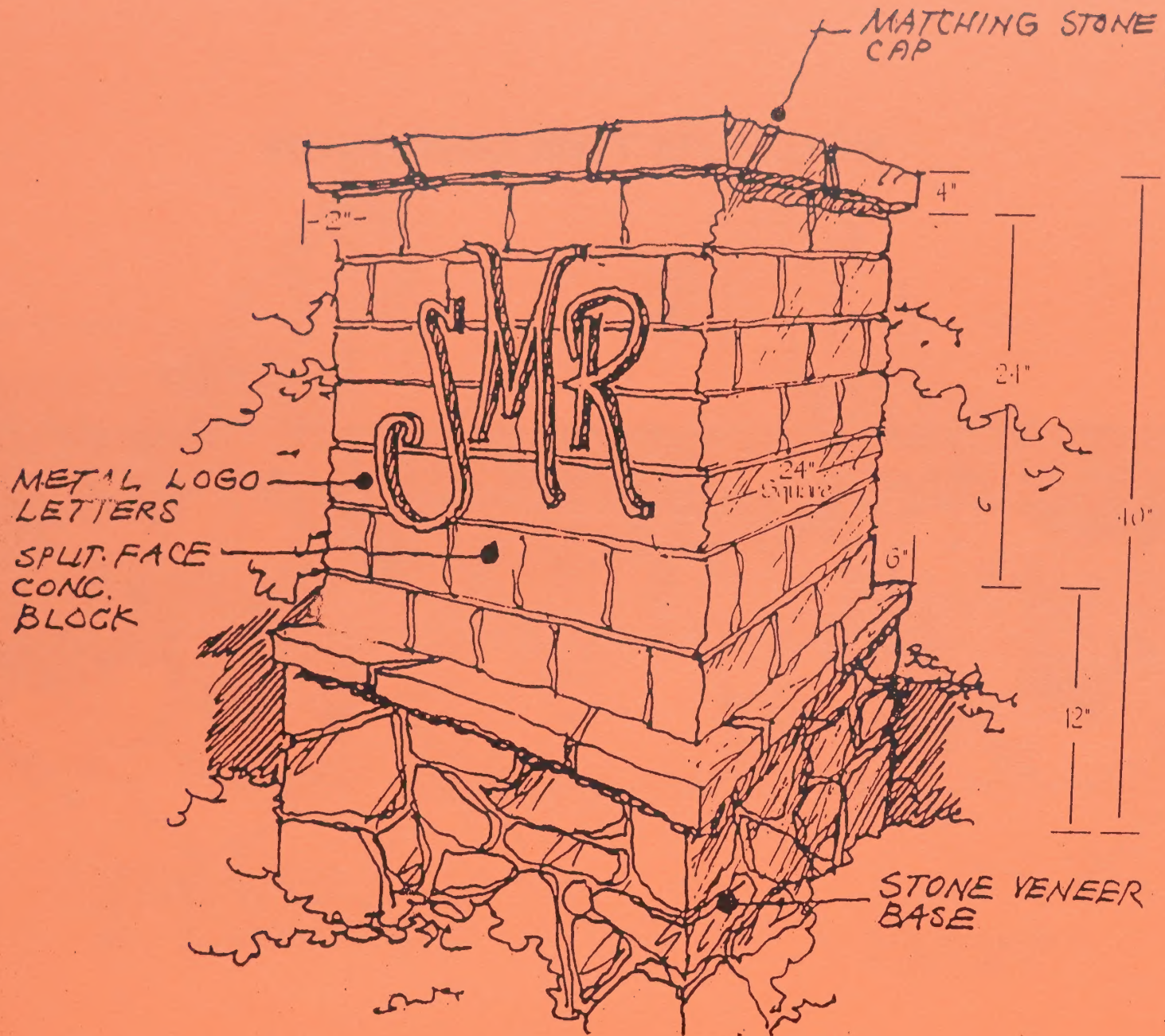
5.2 MAIN ENTRANCE MONUMENT WALL PLAN

METAL LETTERS I.D. SIGN
SPLIT-FACE BLOCK
BACKGROUND OR STUCCO

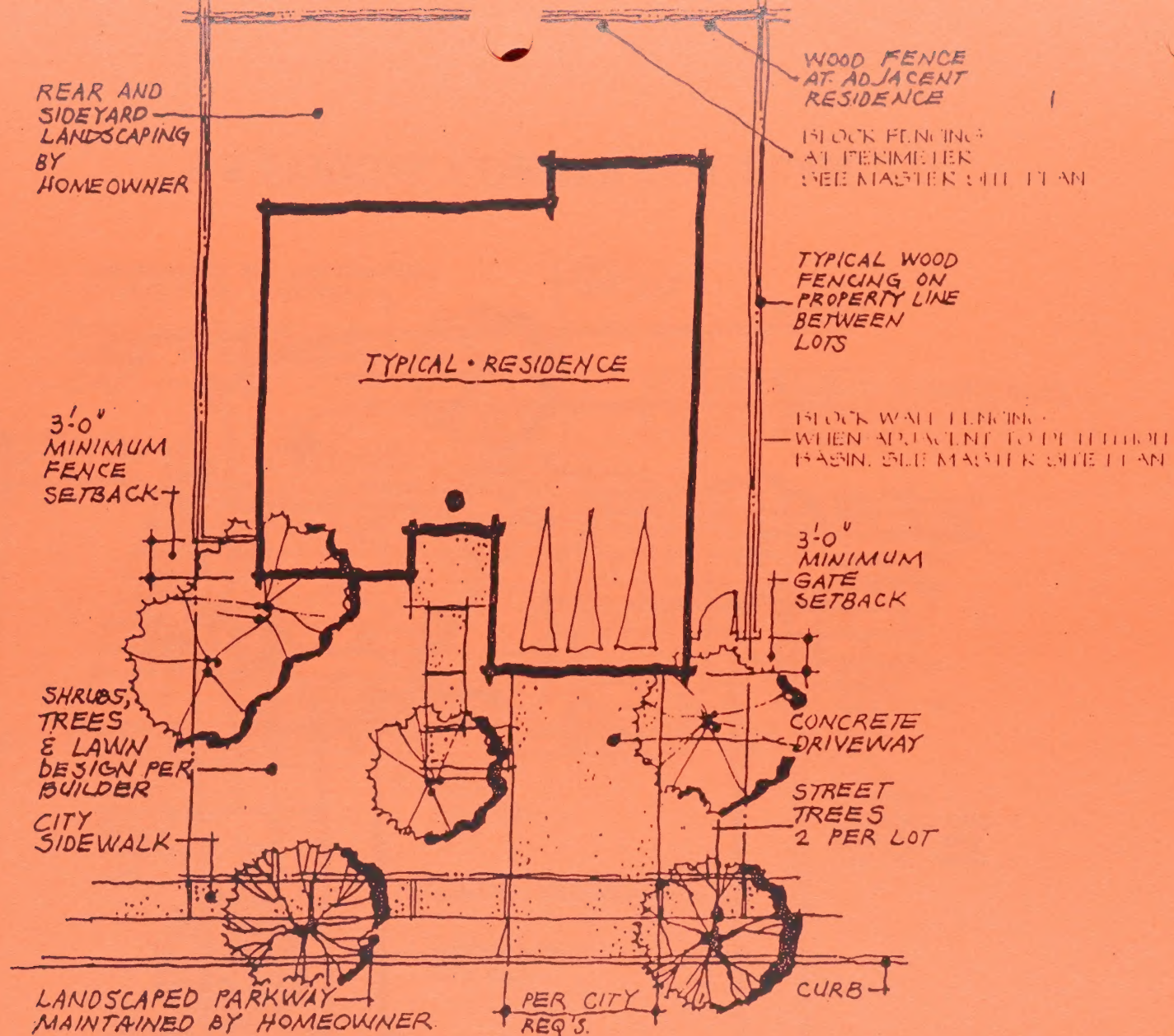
STONE VENEER
WALL W/MATCHING
CAP



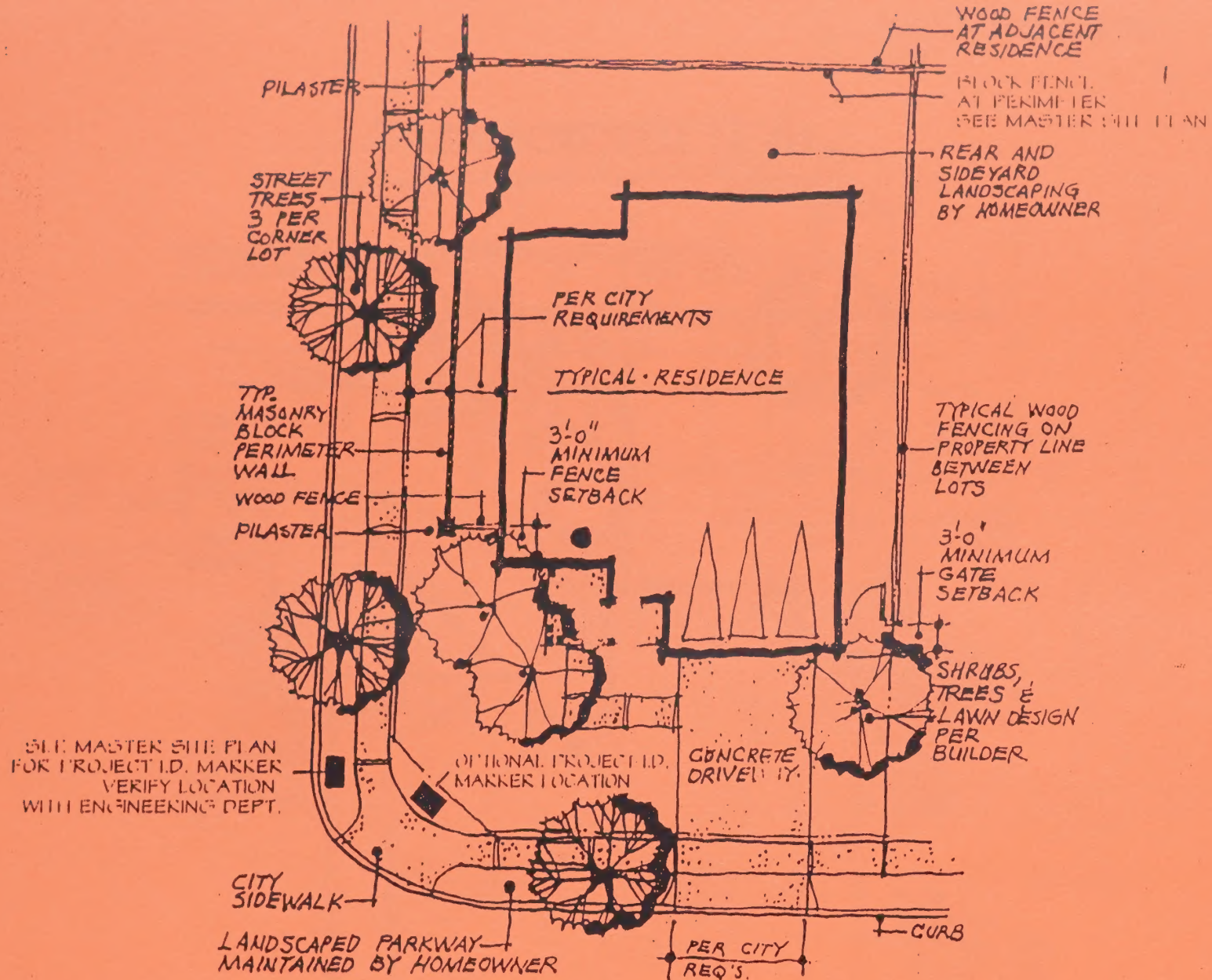
MONUMENT WALL ELEVATION



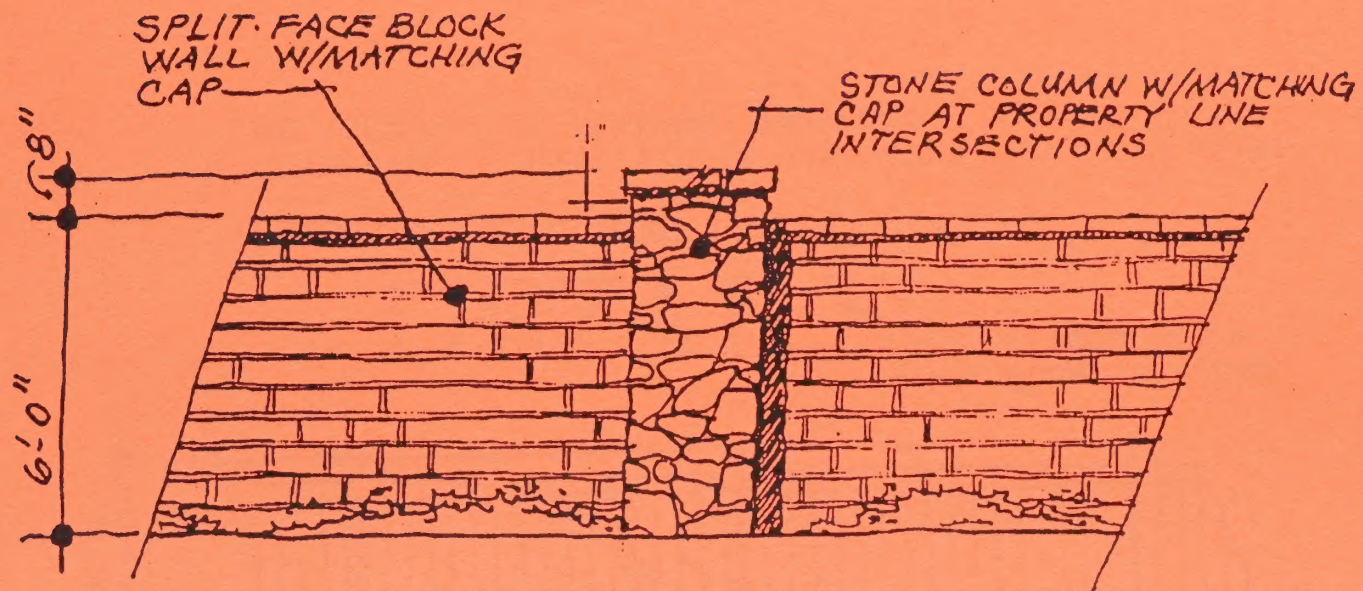
5.3 PROJECT I.D. MARKER



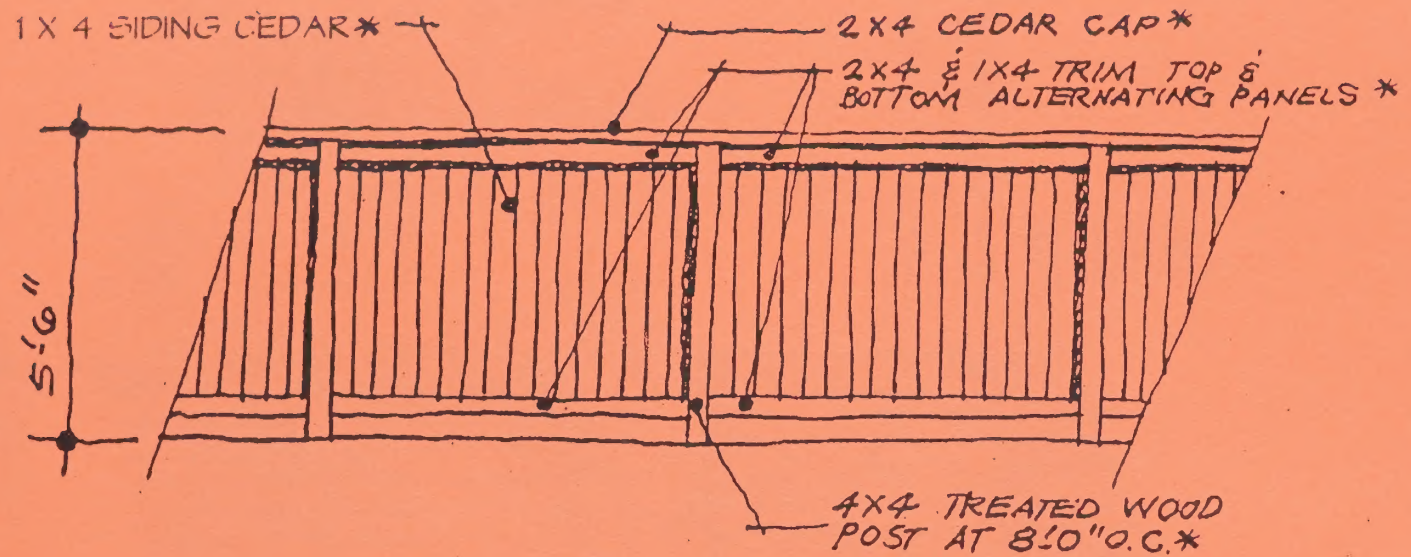
5.4 TYPICAL LOT PLAN



5.5 TYPICAL CORNER LOT PLAN



5.6 PROJECT PERIMETER THEME WALL



* REDWOOD IS AN ACCEPTABLE SUBSTITUTE

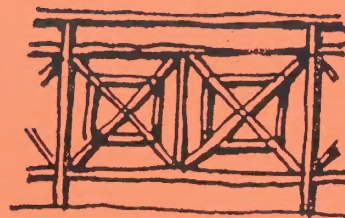
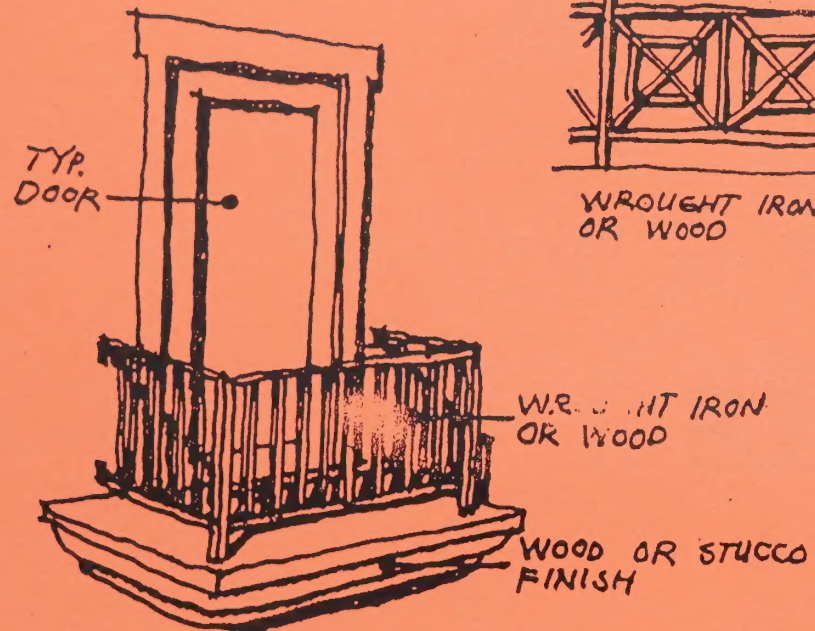
NOTE: SUBSTITUTED DESIGNS ARE ACCEPTABLE BUT MUST
BE APPROVED BY PLANNING DIRECTOR.

5.7 INTERIOR LOT SIDE AND REAR FENCING

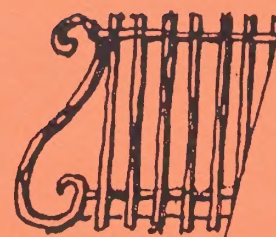
DETAILS

6.0

6.1 BALCONY, DECK & PORCH RAILINGS



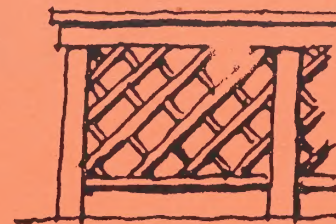
WROUGHT IRON
OR WOOD



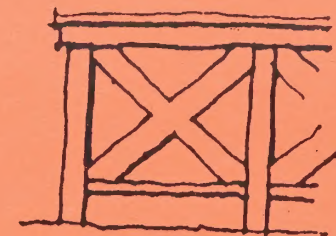
WROUGHT
IRON



WOOD



WOOD



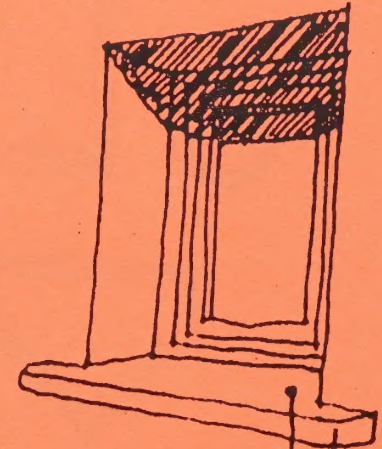
WOOD

6.2 RECESSED WINDOWS & SHUTTER DESIGN DETAILS



STUCCOED OR
PRECAST CONC.
TRIM

WOOD OR
STUCCO HEAD
TRIM



WOOD OR STUCCO
SILL

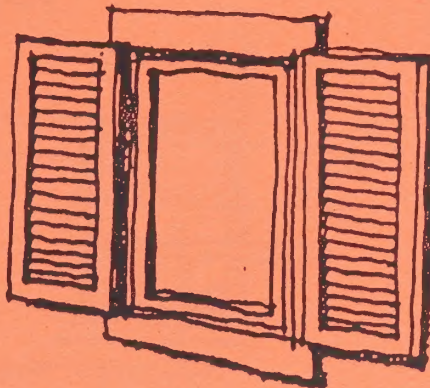
WOOD OR
STUCCOED TRIM



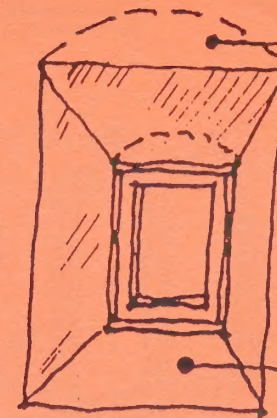
WOOD, STUCCO
OR PRECAST
TRIMS



WOOD
SHUTTERS
VARIOUS
STYLES

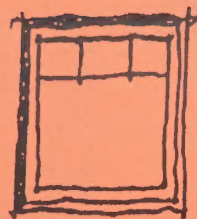


SQUARE OR
CURVED TOP

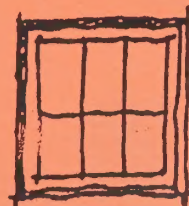


SLOPED SILL
SIDES & HEAD

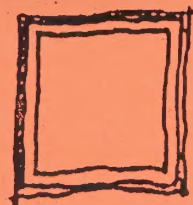
6.3 WINDOW TYPES & STYLE DESIGN DETAILS



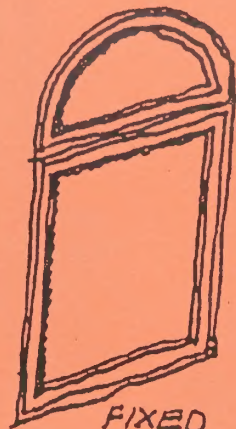
CRAFTSMAN



TRADITIONAL



SINGLE LITE



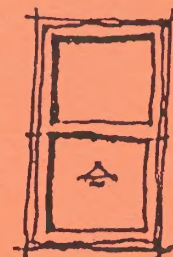
FIXED



SLIDING



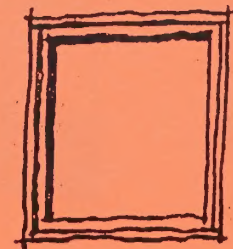
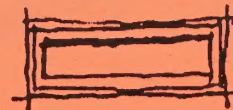
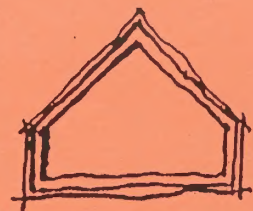
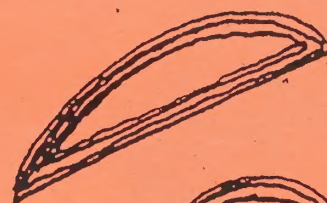
AWNING



SINGLE HUNG

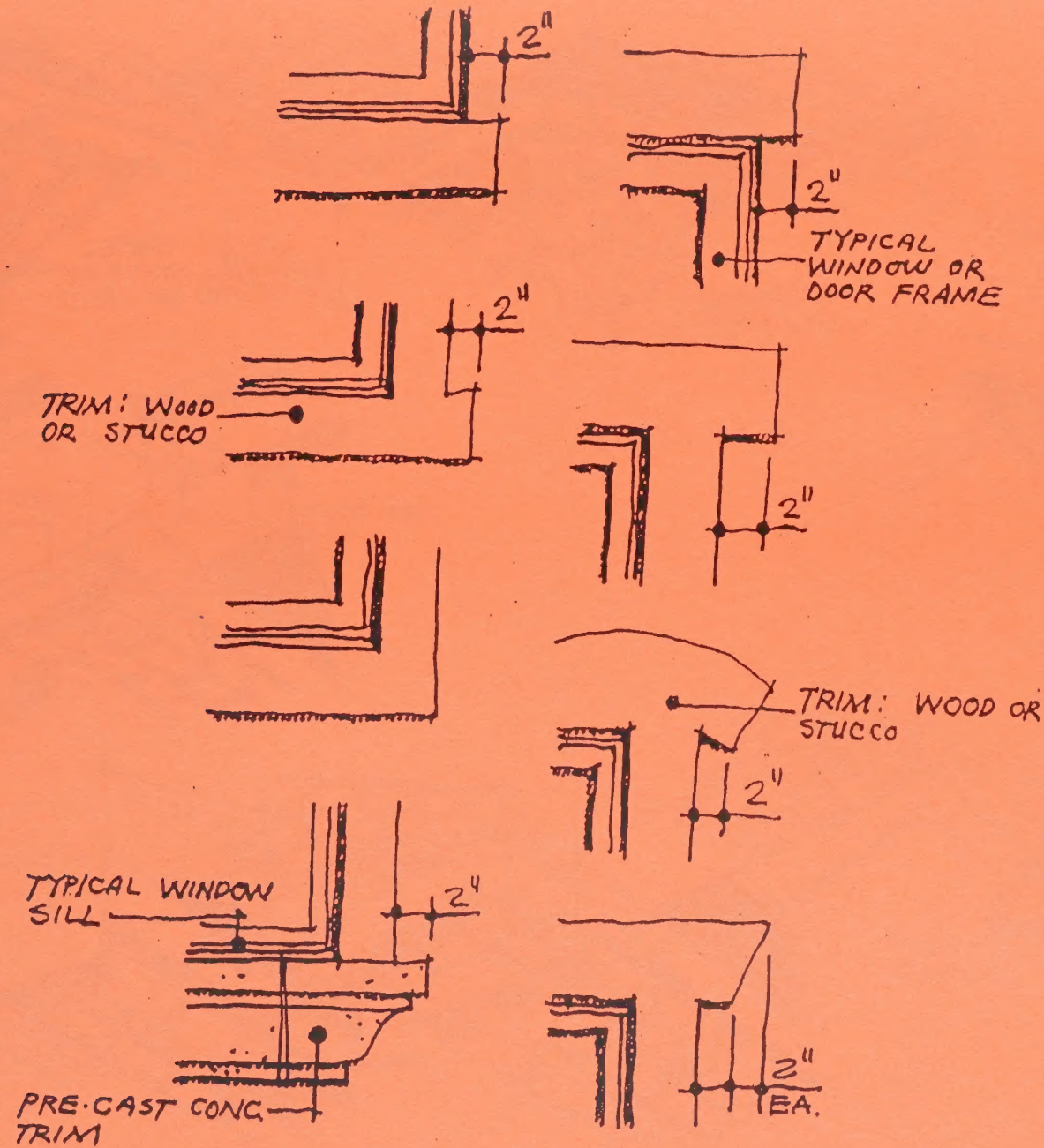


CASEMENT

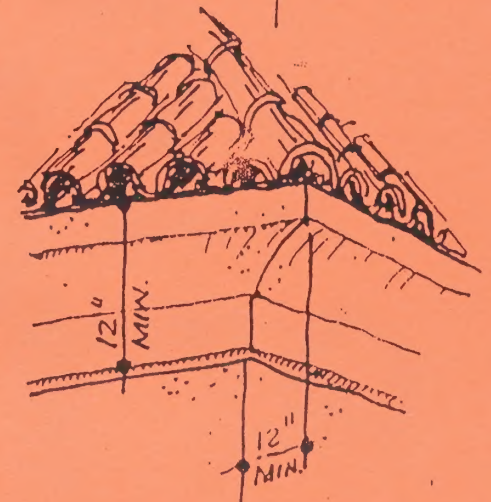
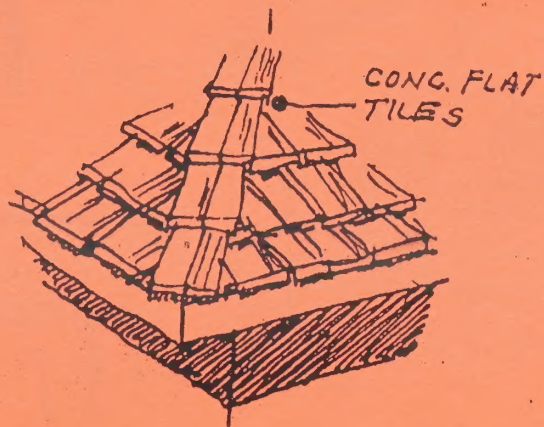
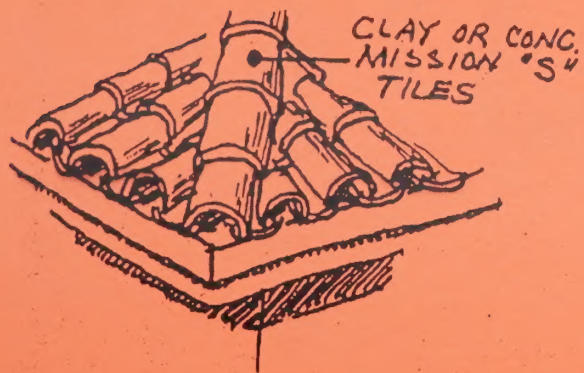
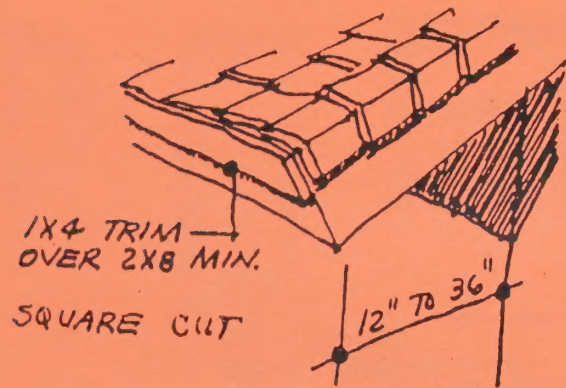
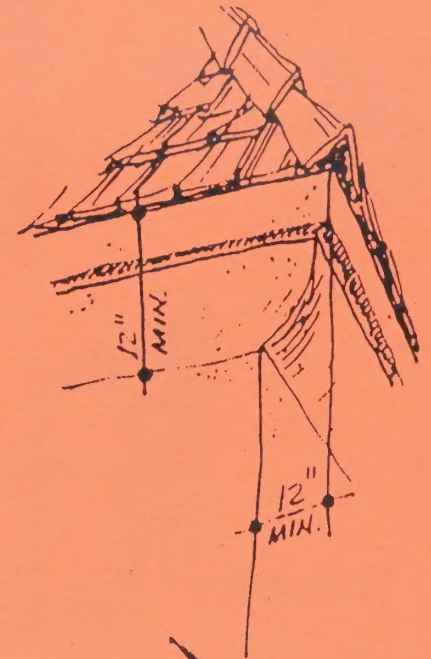
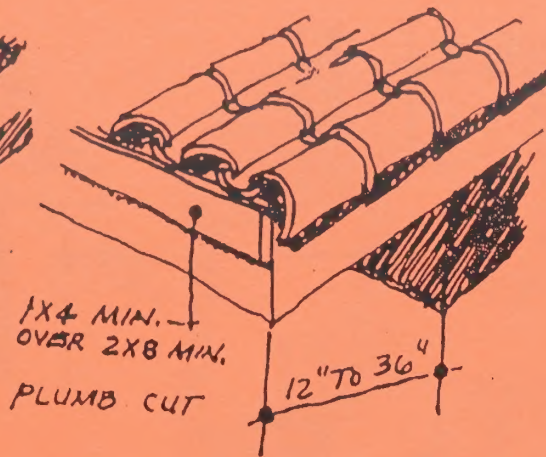
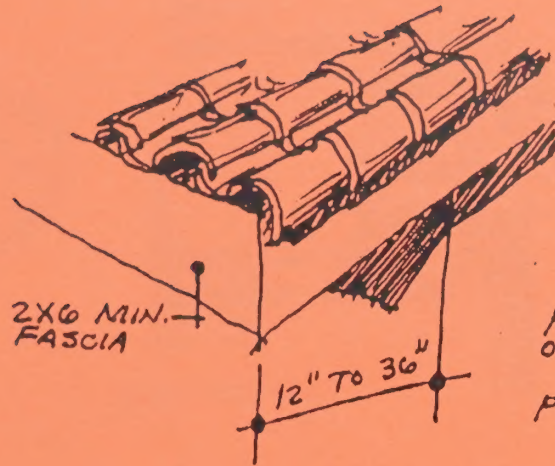


WINDOW SHAPES

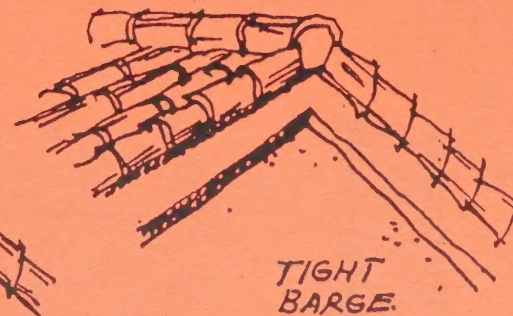
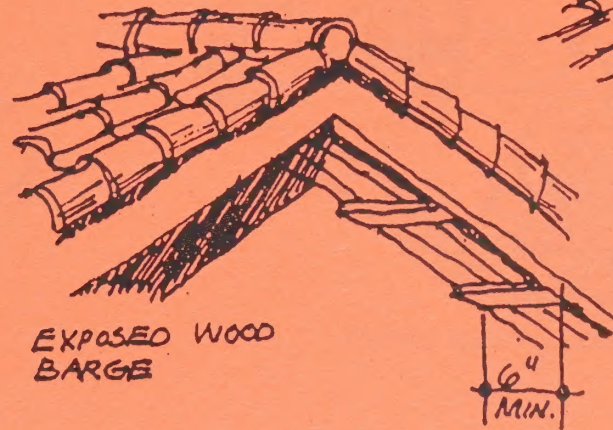
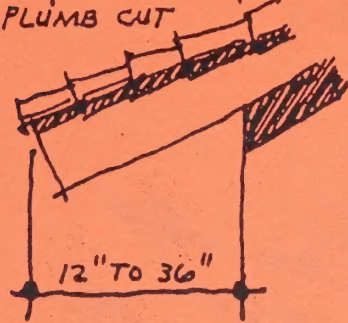
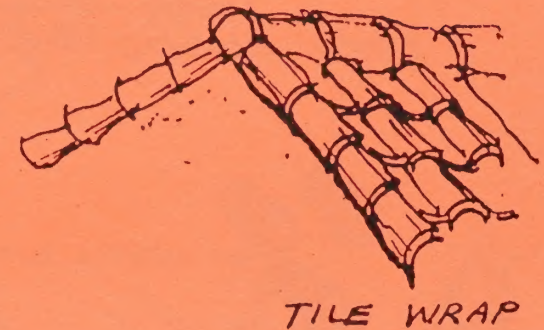
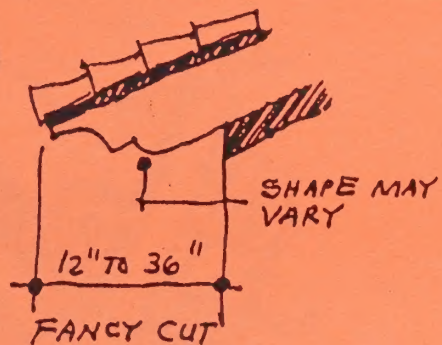
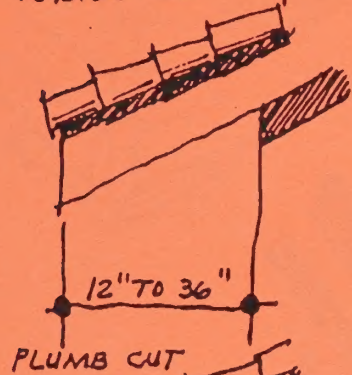
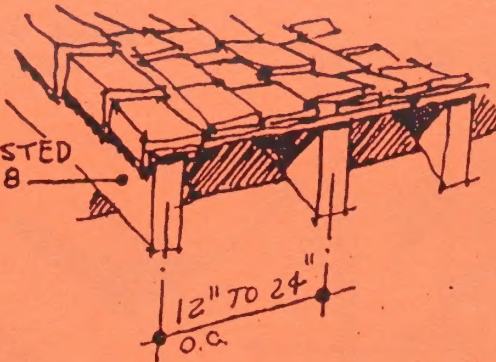
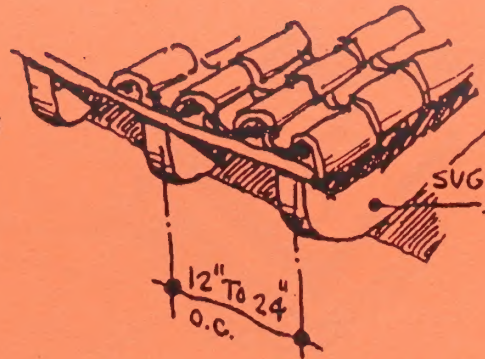
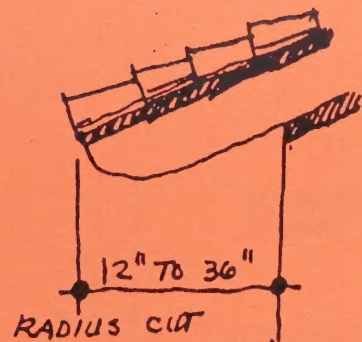
6.4 WINDOW & DOOR TRIM DESIGN DETAILS



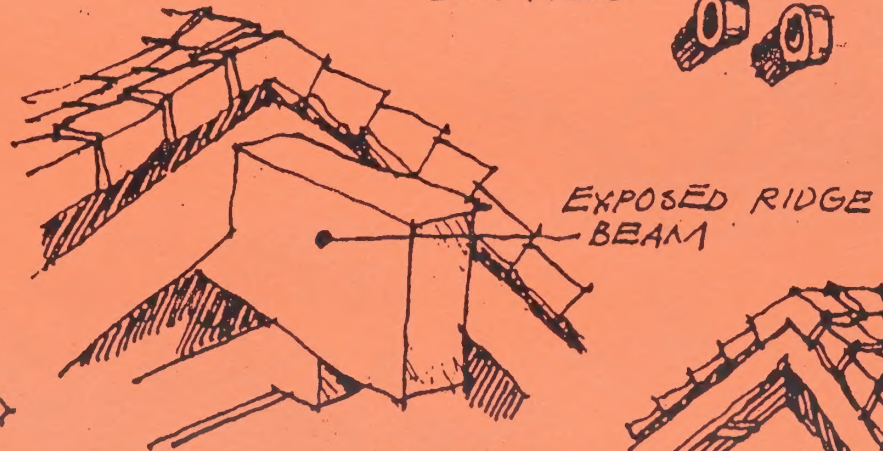
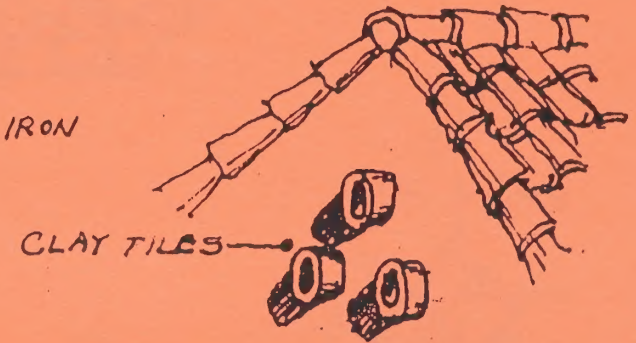
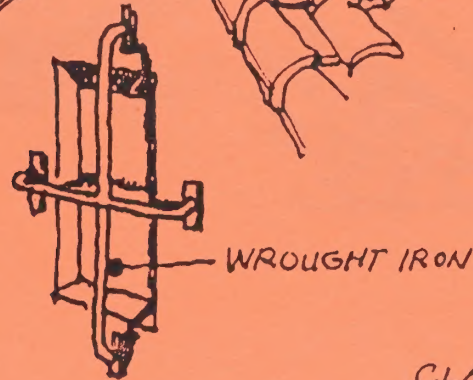
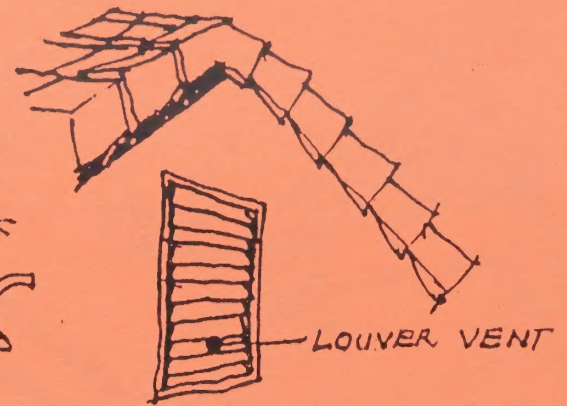
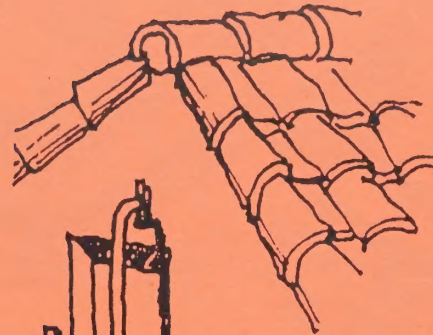
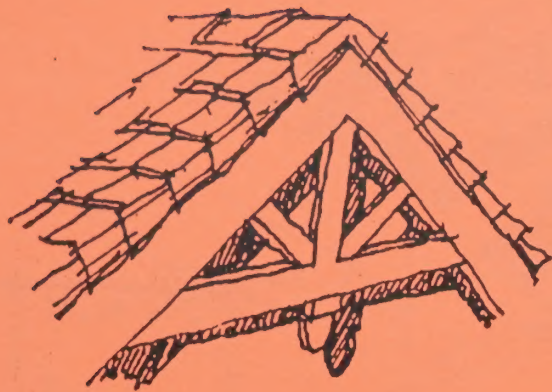
6.5 ROOF TYPES & FASCIA DETAILS



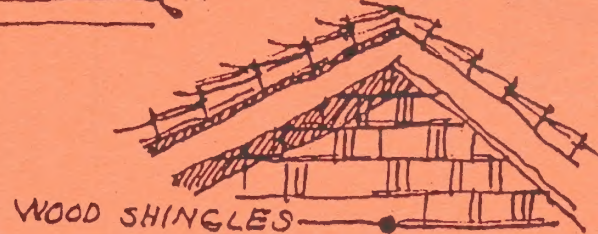
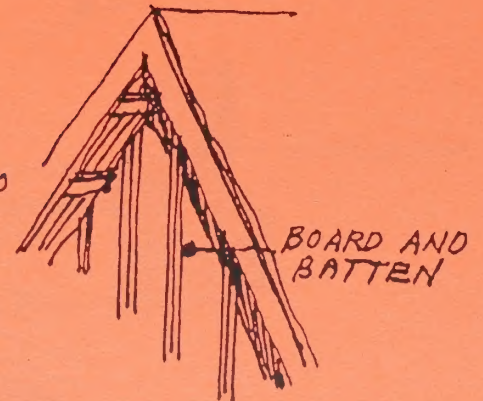
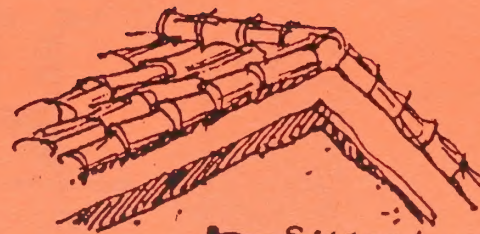
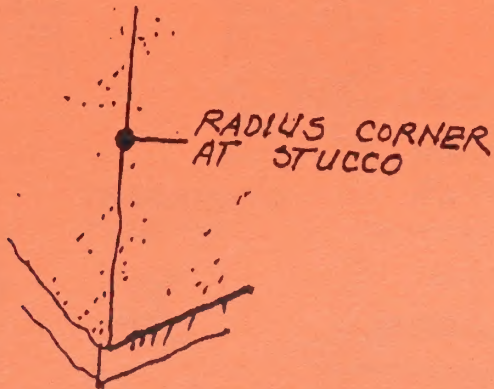
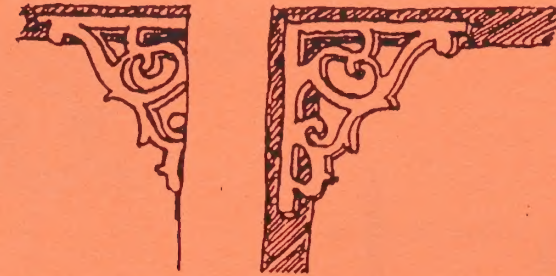
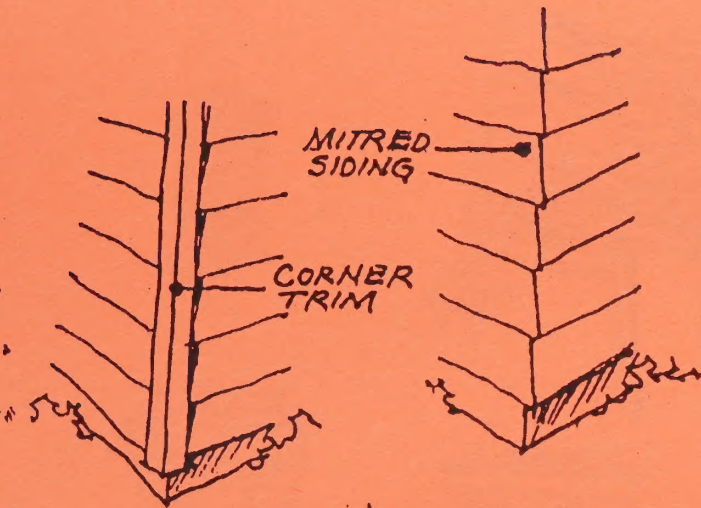
6.6 EAVE & BARGE DETAILS



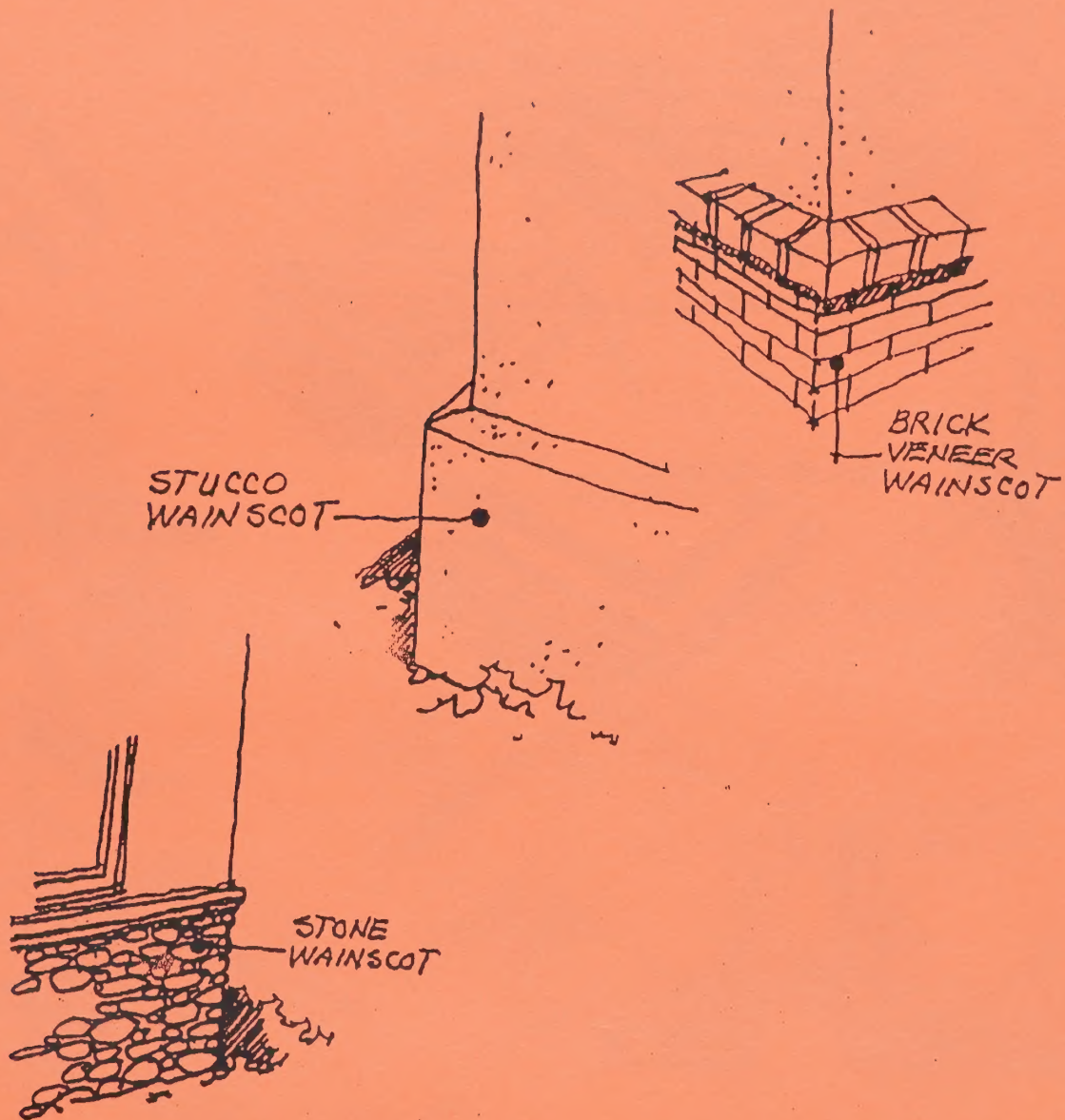
6./ GABLE ROOF END DESIGN DETAILS



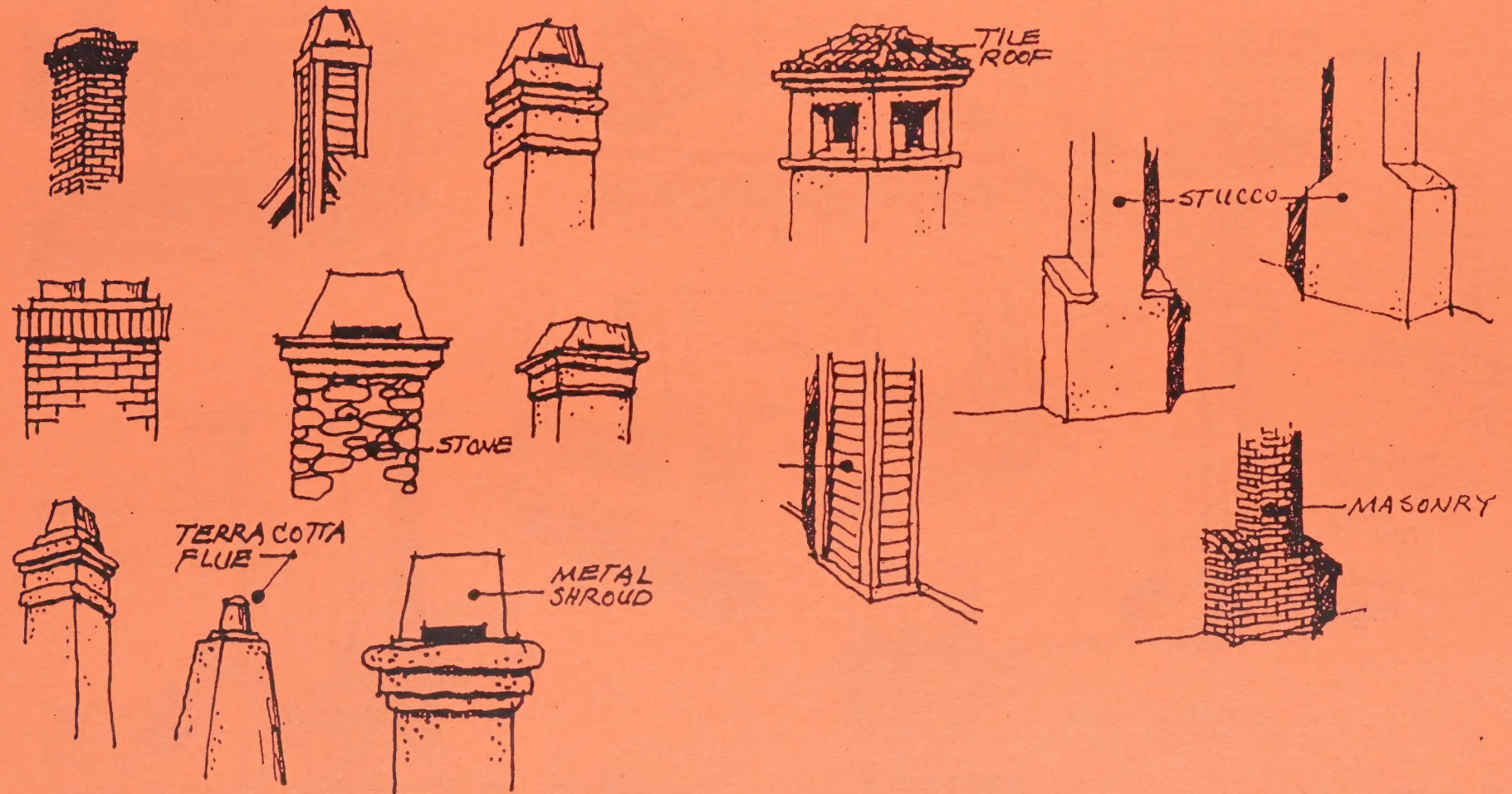
6.8 EXTERIOR DETAILS



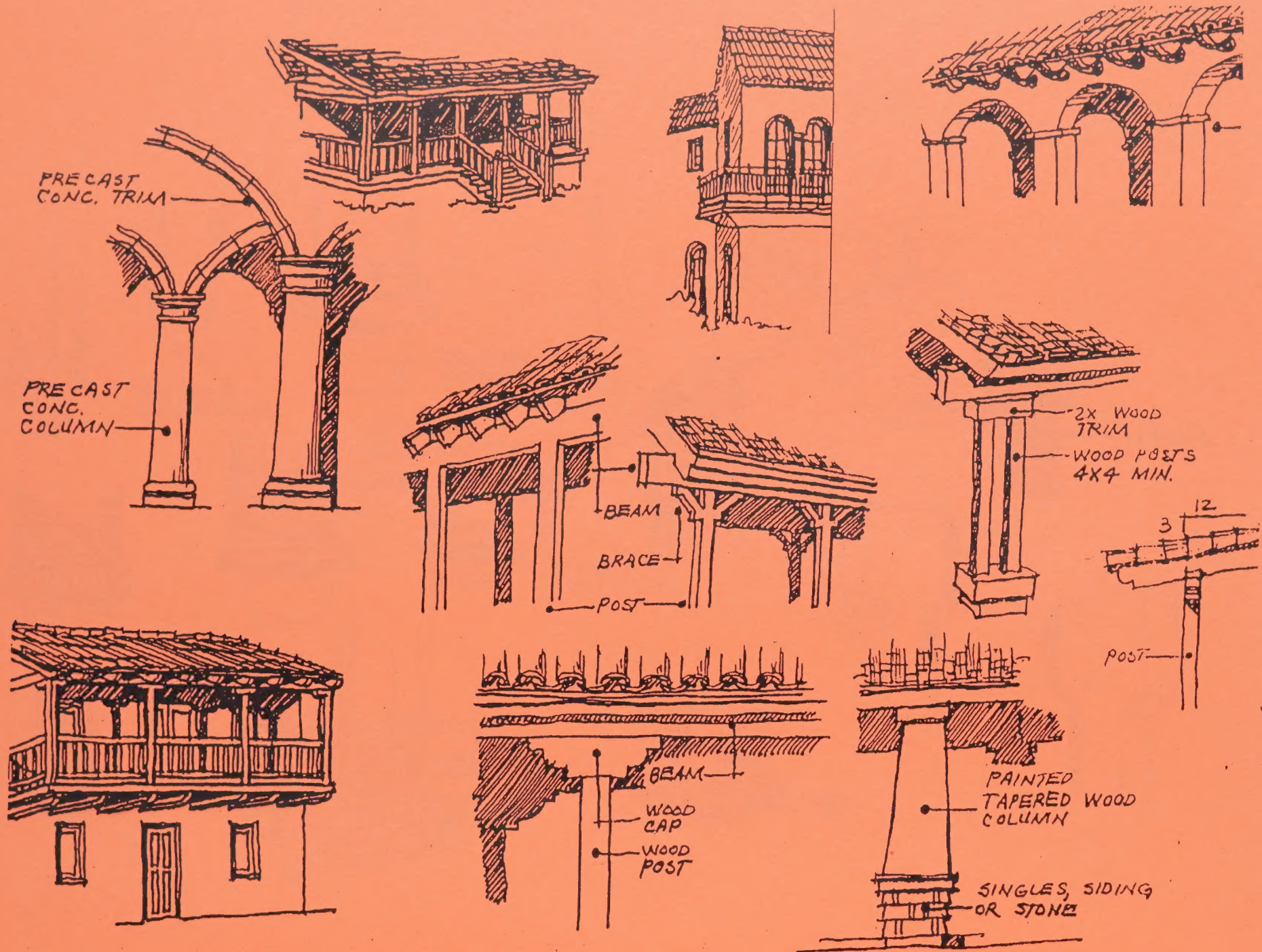
6.5 EXTERIOR FINISH & CORNER DESIGN DETAILS



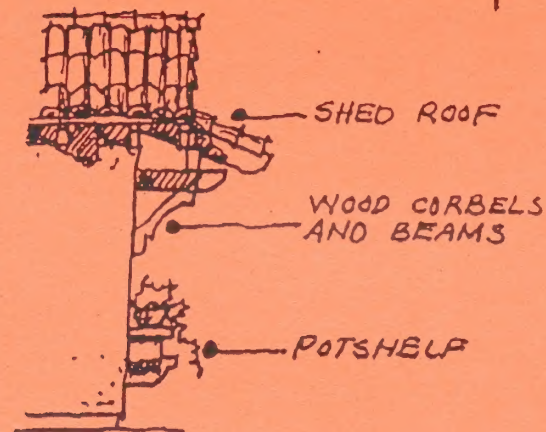
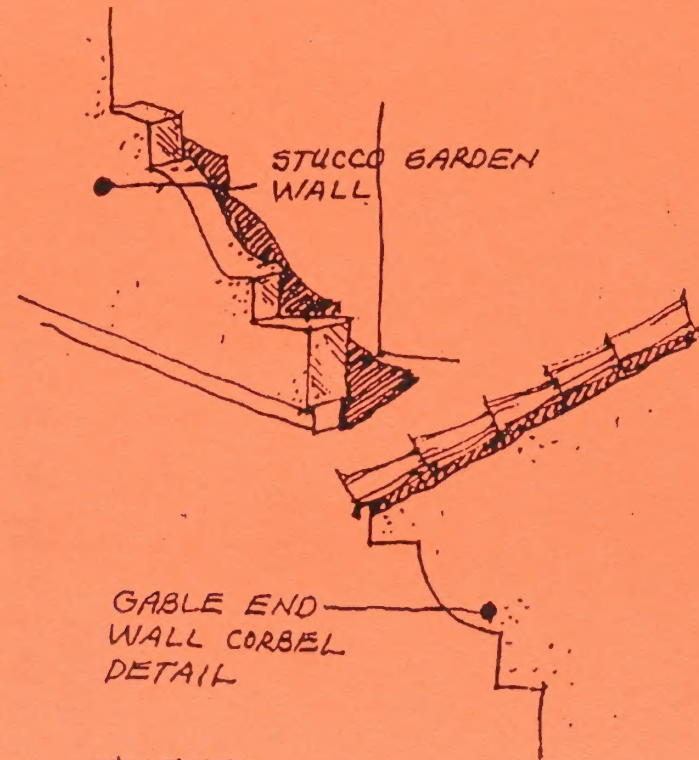
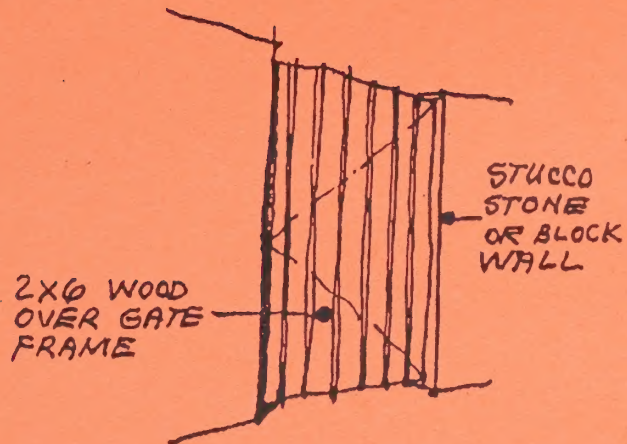
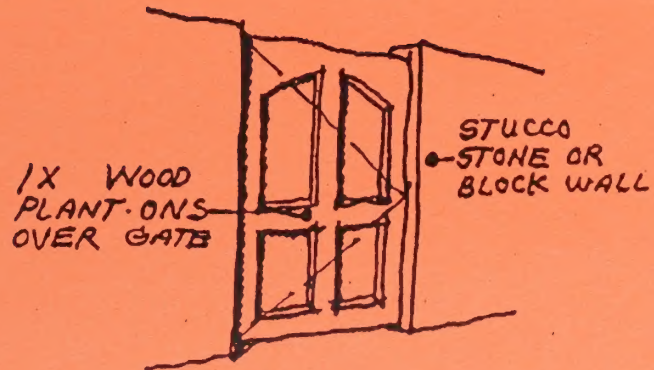
6.9.1 FIREPLACE & CHIMNEY DETAILS



6.9.2 VARIOUS ARCHITECTURAL DETAILS



6.9.4 VARIOUS ARCHITECTURAL DETAILS



APPENDIX D
HUB OF THE VALLEY DOWNTOWN PLAN



RESOLUTION NO. 3450

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET APPROVING GENERAL PLAN AMENDMENT 99-2A
AND 992B TO AMEND THE GENERAL PLAN LAND USE
MAP FOR THE AREA BOUNDED ON THE NORTH BY
ESPLANADE AVENUE, ON THE SOUTH BY MENLO
AVENUE, ON THE WEST BY THE EXTENSION OF MYERS
STREET AND THE EAST BY SANDERSON AVENUE AND
TO AMEND THE GENERAL PLAN TEXT REGARDING THE
HUB OF THE VALLEY CONCEPT AND STRATEGIES

WHEREAS, an application for a General Plan Amendment to the Land Use Map
and Text was initiated and duly filed by:

APPLICANT: Warren D. Hulbert and the City of Hemet
LOCATION: Esplanade Avenue on the north, Sanderson Avenue on the
east, Myers Street on the west, and Menlo Avenue on the
south.

WHEREAS, notice was duly given of the public hearing on the General Plan
Amendment 99-2A and 99-2B. The public hearing was held before the City Council on the
9th day of November 1999, at the hour of 1:00 p.m., with all testimony received being
made a part of the public record.

NOW, THEREFORE, in consideration of the evidence and findings in the Staff
Report dated October 15, 1999, and in consideration of the evidence received at the
hearing, and for the reasons discussed by the Council at said hearing, the City Council
now finds, determines and resolves as follows:

Section 1: Environmental Findings.

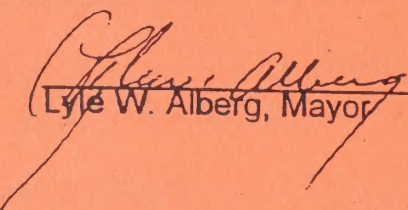
- A. An Initial Study was completed in compliance with the California Environmental
Quality Act and did not identify any potentially significant environmental effects as
a result of the project; and,
- B. As a result of the Initial Study, this project has no potential to have adverse
environmental effects on wildlife resources; and
- C. The City Council has independently reviewed, analyzed, and considered and
adopted Negative Declarations prior to making its decision on the project, and the
Negative Declarations with de minimis findings reflect the independent judgement
of the City of Hemet; and

Section 2: City Council Action.

- A. The City Council hereby amends the General Plan text as shown in Exhibit A,

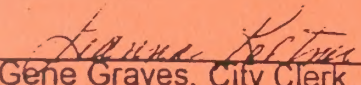
PASSED, APPROVED, AND ADOPTED this 9th day of November 1999 by the following vote:

AYES: Council Members Lowe, Meadows, Tandy, Van Arsdale and Mayor Alberg
NOES: None
ABSTAIN: None
ABSENT: None


Lyle W. Alberg, Mayor

ATTEST:

APPROVED AS TO FORM:


Gene Graves, City Clerk

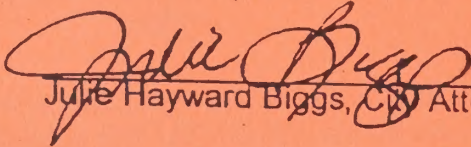

Julie Hayward Biggs, City Attorney

EXHIBIT A-1

GENERAL PLAN AMENDMENT 99-2B

On page II-A-37 and on page II-A-66 add the following bullet under the first bullet under Concepts for both pages:

- It is important to create a major activity "HUB" in the center of the San Jacinto Valley. The HUB will create a reason for people to visit the downtown, increase property values, attract private investment, create an environment for people to gather day or night, where it is safe and desirable, and increase retail sales. The HUB will link the existing major land uses between San Jacinto Avenue and State Street in such a way as to enhance pedestrian circulation, and enhance vehicular circulation. The area will include a Multi-modal Transportation Center. Through the construction and attraction of new land uses, combined with new public uses, activities will be enhanced.

On page II-A-40 add the following Strategy:

- (4) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

On page II-A-67 add the following Strategy:

- (3) Utilize the strategies identified in Appendix D of this General Plan in the implementation of the HUB of the Valley concept. Adopt an overlay zone which gives credit to the many public and private improvements existing in the area and which encourages and promotes development which has been identified by merchants and property owners as desirable.

HUB of The Valley

- DOWNTOWN PLAN -

General Plan Text Additions DEVELOPMENT GUIDELINES

I. GOAL

The goal of the HUB of The Valley Plan is to create a major activity "HUB" in the center of the San Jacinto Valley. The HUB will: create a reason for people to visit the Downtown; increase property values; attract private investment; create an environment for people to gather day, or night, where it is safe and desirable; and, increase retail sales. The HUB will link the existing major land uses between San Jacinto Avenue and State Street in such a way as to enhance pedestrian circulation, and enhance vehicular circulation. The area will include a Multi-modal Transportation Center. Through the construction and attraction of new land uses, combined with new public uses, activity will be enhanced.

II. LINKAGES

The following key land uses should be "linked" via the HUB Plan with pedestrian circulation routes, vehicular circulation, and common design elements:

The Santa Fe Depot / Museum

Historic Harvard Street District

Downtown Commercial

The Hemet Civic Center

- City Hall
- The James Simpson Neighborhood Center
- The Hemet Public Library (new)
- The Hemet Post Office (new)
- Public Safety Facilities

The Hemet Valley Hospital and related Medical Offices

Weston Park

Santa Fe Middle School

Transportation Center

Uses to be Linked



III. GENERAL DEVELOPMENT STANDARDS

A. FOCAL POINTS

Public Buildings

Public buildings should be sited in a manner which emphasizes their prominence through placement at the terminus of public streets or other visual corridors. The choice of and use of materials and colors should also emphasize the prominence of public buildings and their differentiation from area commercial structures. Identification of public buildings should be through the use of low monument-type signs with metal letters or bronze plaques.

Vertical Element

The north east corner of Harvard Street (realigned east of the AT&SF RR) and Latham Avenue should have a major vertical architectural element which identifies the HUB and which can be seen from State Street, Florida Avenue, Harvard Street, and areas to the east. The vertical element can be part of a building; or, it could be a free-standing structure.

Area Identification

Entry monument signs and landscape features should be combined to focus visual attention of the public on the major entries to the HUB of the Valley and The Civic Center.

Area Identification (continued)

Suggested locations for HUB identification are:

- The east side of State Street at Latham Avenue
- The east side of State Street at Devonshire Avenue
- The east side of San Jacinto Avenue at Latham Avenue
- The north side of Florida Avenue at Buena Vista Street

Suggested locations for Civic Center identification are:

- The north side of Florida Avenue at Juanita Avenue
- The north west corner of Latham Avenue and Buena Vista Street
- The south west corner of Devonshire Street and Buena Vista Street

Public Gathering Space

A public open space(s) should, at a minimum, be created in the area of Harvard Street and the Civic Center to provide for formal and informal public gatherings and events which will further enhance the pedestrian nature of the HUB Plan.



Landscaping

Buildings

Enhance the appearance of buildings by providing soft-edged materials which complement the architectural features of the building, create shadows, provide color, and relief from hard-edged street improvements and hard-edged building materials in a manner consistent with the City's Downtown Overlay Zone.

Public Spaces

Landscaping should be utilized to:

- Define public spaces
- Create interest through varying heights of landscape materials used to define areas or "step up" to architectural features; or, by creating linear plantings of trees and ground cover to create strong visual corridors.
- Provide shade for people and vehicles.
- Provide visual relief, color, and interest to pedestrians and people in vehicles.

Water Features

Where possible, water features should be utilized to create focal points relating to the buildings and public open spaces. Seating and landscaping should be placed at varying distances from water features to provide additional interest.

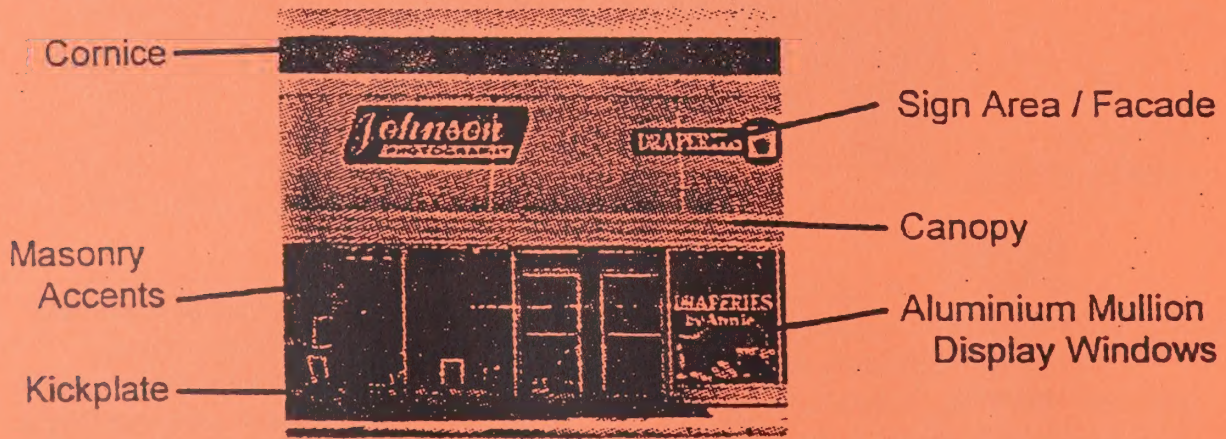
Linear Greenbelt

A linear greenbelt(s) should connect the uses shown on the linkage exhibit and link with public gathering spaces. A second greenbelt should also connect The Harvard District, The Civic Center, and The Post Office. These greenbelts should incorporate a meandering sidewalk with trees shrubs and ground cover which create shaded paths visual interest and color. Within the linear greenbelts, there should be seating areas spaced at reasonable intervals.

B. ARCHITECTURAL GUIDELINES

Style

The architectural style of the HUB of The Valley will enhance the existing architectural elements in the Downtown area. New buildings should incorporate the architectural features which are generally present in the structures within 100 feet of them. Architectural features may include the following design elements:



Horizontal Rhythm

When moving past a row of adjacent buildings, there may be a "horizontal visual rhythm" created by elements of the buildings including, but not limited to canopies, awnings, windows, window sills, and facade heights. The installation of new features or materials on a building should not interrupt the general continuity established by the horizontal rhythm of architectural features on adjacent buildings.

Horizontal Rhythm (continued)



Encouraged Architectural Details



Windows, real or fake

Relief Detailing on Facades

Full-size Awnings



Corbels / Brows
and similar details



Well-Designed
Signs

Clerestory and
Transom Windows

B. ARCHITECTURAL GUIDELINES (continued)

Colors

Colors derived from the natural colors of the primary building finish materials are desirable, including, but not limited to: brick, wood, stucco, and clay tile. Colors which complement natural colors are desirable. Bright, neon, and stark primary colors are discouraged. The following guidelines should be utilized when selecting colors for buildings and other appurtenances in the HUB Area:

- Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a brighter trim color can be appropriate.
- The color palette chosen for new structures should be compatible with the colors of adjacent structures. An exception is where the colors of adjacent structures strongly diverge from these guidelines..
- Wherever possible, minimize the number of colors appearing on the structure's exterior. No more than three colors should be utilized on small structures.
- Primary colors should only be used for accentuating architectural elements such as doors, window frames, and architectural details.
- Architectural detailing should be painted in colors which complement the facade and tie-in with adjacent structures.

Awnings

Awnings and canopies are a major existing architectural element in the HUB Area. They provide shade for pedestrians and storefront windows, and protection from infrequent rains.

- The use of awnings and canopies along rows of contiguous buildings should be restricted to awnings/canopies of the same design and location. The color of the awnings/canopies should be consistent and there should be a minimum of eight feet of vertical clearance from the sidewalk.
- Signs on awnings (see signs)

Signs

Every commercial or office structure shall have a precise plan for all signs including permanent window signs. Provisions for sign placement, sign scale in relationship to the building, and sign readability shall be considered in the precise plan. All signs shall be compatible with the building design, colors and materials, and shall be placed in locations typical of those used on adjacent conforming structures.

B. ARCHITECTURAL GUIDELINES (continued)

Signs (continued)

- Signs on awnings or canopies should be mounted to the canopy in keeping with size restrictions of the Zoning Ordinance. Signs mounted to the edge or front face of awnings/canopies shall not exceed 2 feet in height. No signs shall be mounted to the sloping face of an awning, or the roof of canopies. Signs painted on awnings or vinyl or similar signs applied directly to awnings shall be prohibited.

- Signs painted directly on buildings and similar structures are prohibited.

Building Illumination

- Lighting shall be designed to complement architectural features of a building to which they are mounted. Exposed individual light bulbs or exposed neon tubes used as a design element may be permitted where the goals of the HUB Plan are enhanced and the features are compatible with the architecture of the building to which they are mounted, and compatible with adjacent structures. Such exposed lighting requires special approval by the Merchant's Collaborative, and may be prohibited.

- All lighting shall be designed to not have glare or harsh reflected light impacting public rights-of-way with automobile traffic. Lighting shall be designed to not adversely impact adjacent structures or public areas.

- Flashing, tracking, rotating, moving, or lighting simulating any of the aforementioned shall be prohibited.

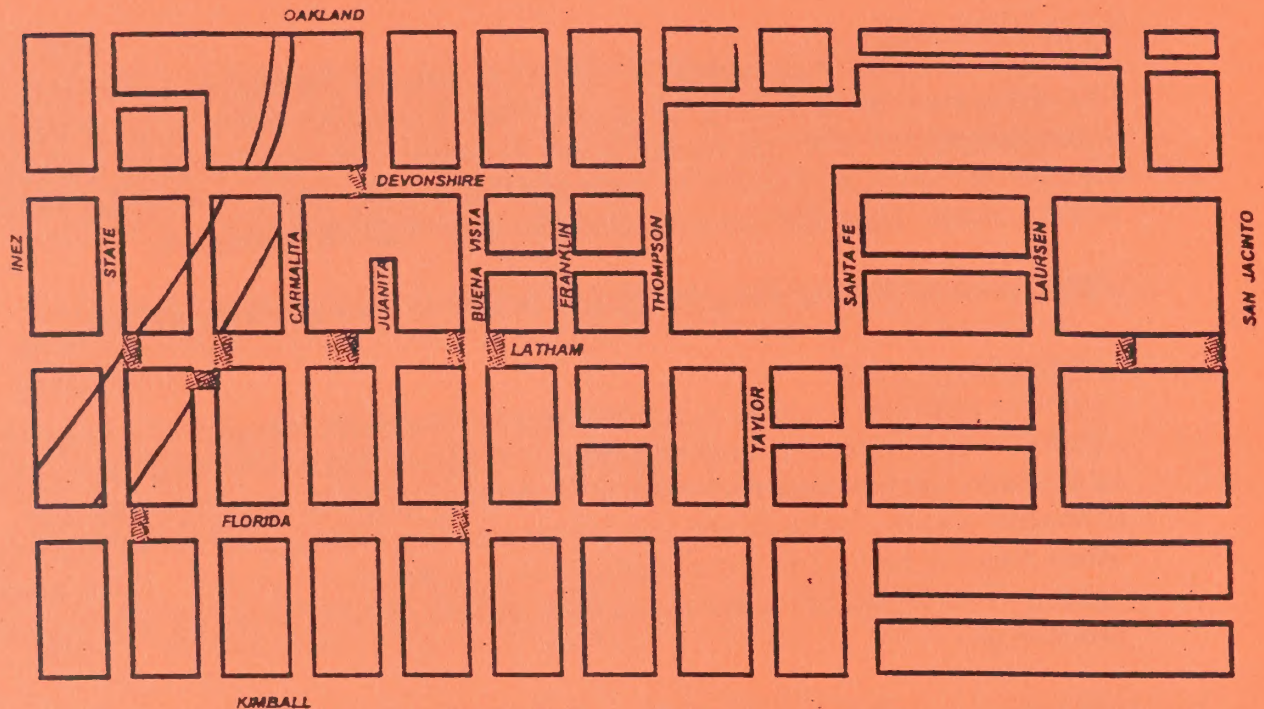
Rear Entrances to Commercial Uses

Rear entrances are encouraged where uses access parking areas or are convenient to pedestrians. The architectural style of rear entrances should follow the guidelines established for the front facades.

C. Crosswalk Design

Crosswalks incorporating colored stamped concrete, or pavers should be installed on Florida Avenue, Latham Avenue, and Devonshire Street to delineate a clear pedestrian path which will encourage pedestrian traffic between the south side of Florida Avenue, The Harvard District, The Transportation Center, The Civic Center, and The Post Office.

C. Crosswalk Design (continued)



 *Crosswalk with Enhanced Paving*

IV. UTILITY UNDERGROUNDING PHASING PLAN

The City Council desires to underground power lines in the Downtown to advance the aesthetic quality and public safety in the downtown. Phasing shall be as illustrated in Exhibit A.

V. SPECIFIC DEVELOPMENT STANDARDS

In order to implement the design concepts outlined in the HUB of The Valley Downtown Plan, specific development standards should be developed in the following areas:

- Color Palette
- Streetscape Plan, Including: parking and crosswalk details, landscaping guidelines, public seating, and lighting.
- Awning Materials
- Rear Entry Design Concepts
- Other details as needed

VI. CIVIC CENTER MASTER PLAN

The Civic Center Master Plan, designated as Exhibit B, is hereby incorporated into the HUB of The Valley Downtown Plan.

VII. WORK PROGRAM

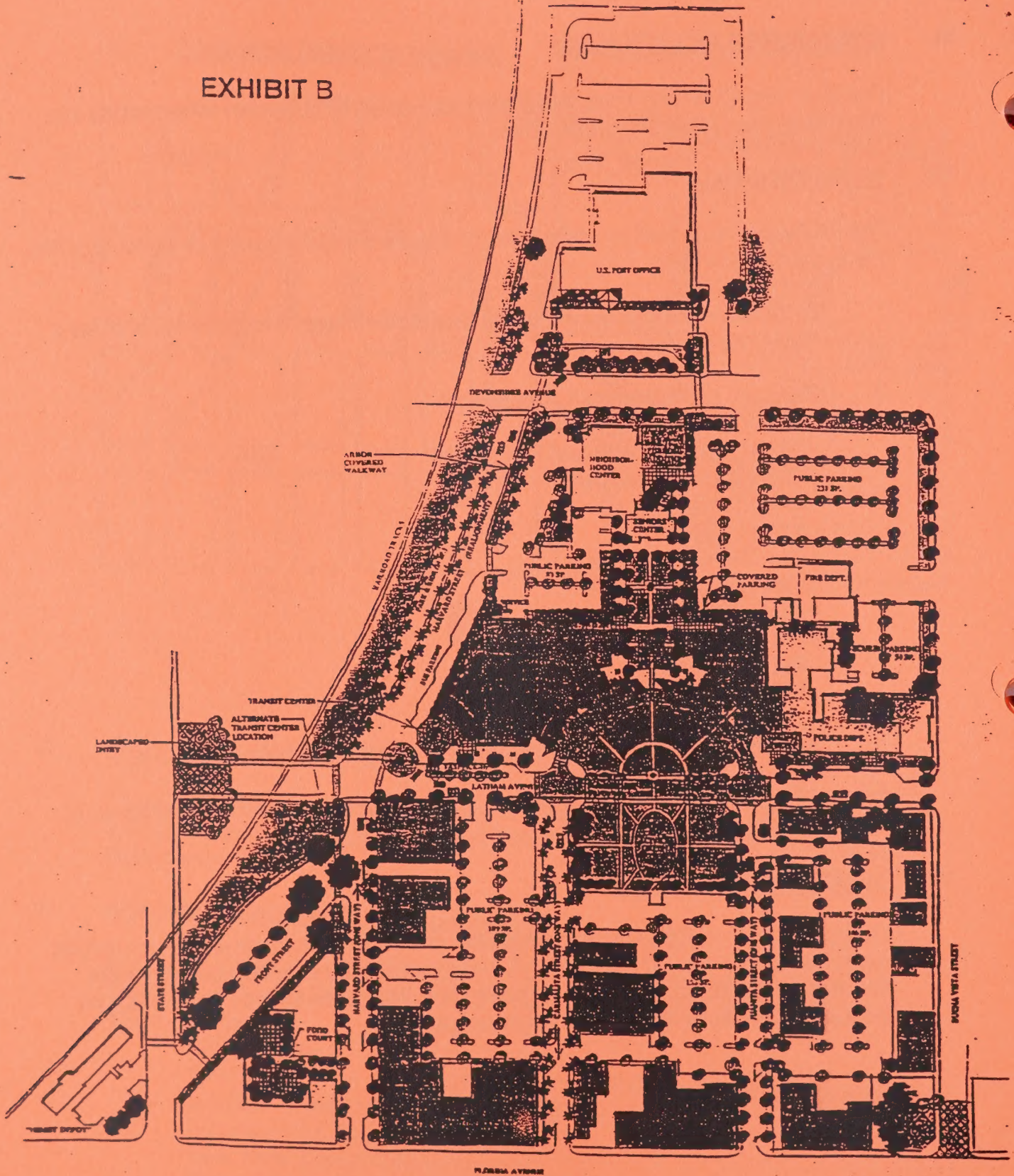
The following steps shall be undertaken to assure implementation of the HUB of The Valley Downtown Plan:

- I. Establish funding priorities for the Downtown Redevelopment Area under a multi-year plan.
- II. Establish implementation priorities for:
 - "Paint and Polish" programs
 - Downtown marketing and recruitment
 - Parking Lot Beautification
 - Event Promotion
 - Transit Center
 - Civic Center Expansion
 - Post Office Relocation
 - New Library Construction
 - Police Bicycle / Foot Patrols
 - Security Cameras
 - Linkages
- III. Appoint Members for the formation of the Merchant's Collaborative.
- IV. Designate specific staff members to be accountable for implementation of specific programs.

VIII. MONITORING PROGRAM

Establish a Monitoring Program. Progress should be evaluated on a semi-annual basis, at a minimum. A "Report Card" format should be established where the Merchant's Collaborative provides constructive feedback to the City Council on program progress in accord with approved plans.

EXHIBIT B



CIVIC CENTER MASTERPLAN HEMET, CALIFORNIA

 PHASE II

thirtieth
street
architects
inc.

APPENDIX E
HOUSING ELEMENT

RESOLUTION NO. 3584

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HEMET, CALIFORNIA, APPROVING OF GENERAL PLAN
AMENDMENT 01-4 - HOUSING ELEMENT.

WHEREAS, an application for a General Plan Amendment was initiated and filed by:

APPLICANT: City of Hemet

LOCATION: City-Wide

WHEREAS, a public notice was published in The Hemet News giving notice of a public hearing to be held by the City Council on General Plan Amendment 01-4; and,

WHEREAS, a public hearing was held before the Planning Commission on the 4th day of September, 2001, at the hour of 6:00 p.m., and the Planning Commission adopted Resolution No. 01-36, recommending that the City Council approve General Plan Amendment 01-4;

NOW, THEREFORE be it resolved that in consideration of the evidence and findings in the Staff Report dated September 25, 2001, and in consideration of the evidence received at the hearing, the City Council now finds, determines and resolves as follows:

SECTION 1: City Council

A. The City Council of the City of Hemet amends the General Plan Housing Element as set forth in Exhibit 1, attached hereto and incorporated herein by this reference.

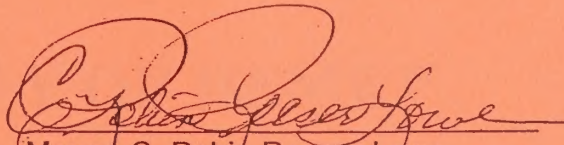
PASSED, APPROVED, AND ADOPTED this 25th day of September, 2001, by the following vote:

AYES: Alberg, Meadows, Tandy, Van Arsdale, Lowe

NOES: None

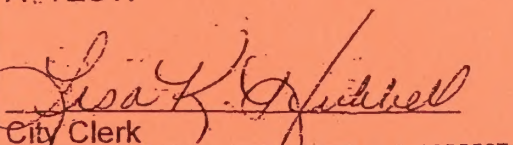
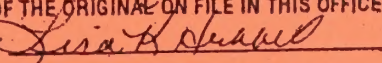
ABSTAIN: None

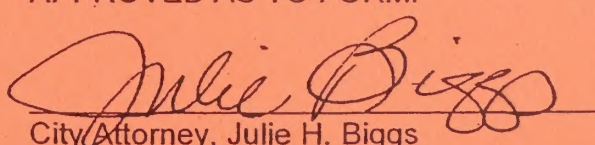
ABSENT: None


Mayor, C. Robin Reeser Lowe

ATTEST:

APPROVED AS TO FORM:


City Clerk
THE FOREGOING INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS OFFICE
ATTEST 
CITY CLERK, CITY OF HEMET, CALIFORNIA
Feb 8 20 02


City Attorney, Julie H. Biggs

**THIS DOCUMENT
WAS ADOPTED BY THE
CITY OF HEMET
CITY COUNCIL
ON SEPTEMBER 25, 2001
AND REPLACES THE
HOUSING SECTION
OF THE CITY OF HEMET
GENERAL PLAN**

Housing Element of the General Plan

City of Hemet
Planning Department
July 2001

City of Hemet

Mayor: Robert M. Hemet
City Manager: Robert M. Hemet

Planning and Development Department
Planning Division

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HOUSING ELEMENT

City of Hemet

July 2001

Prepared by
Parsons



Credits

City of Hemet

Mark Trabing, Manager	Housing and Code Enforcement
Richard Masyczek	Planning Director

Parsons

Jeff Goldman, ACIP	Principal Planner/Project Manager
Frank B. Wein, DPDS, FAICP	Principal Urban Planner
Greg Baer, AICP	Senior Planner
Jennifer Adge	Associate Planner
Teresa Zwillinger	Associate Planner

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Executive Summary

Executive Summary

The Housing Element is one of seven state-mandated elements of the General Plan. The Element is the City's comprehensive assessment of its housing needs and statement of goals, policies, and programs to address those needs. The purpose of the Housing Element is to:

- Identify the current and future housing needs of all economic and social segments of the community (including the needs of special population groups such as elderly residents, large families, and persons with disabilities), and
- Identify measures necessary to address those needs and mitigate impediments to accommodating housing for all segments of the community.

Another key purpose of the Housing Element is to contribute to meeting the State housing goal as stated below:

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order" (Section 65581).

Goals, Policies and Programs

The City of Hemet has adopted five goals for housing:

1. Equitable Access to Housing
2. Adequate Provision of Housing
3. Adequate Housing Sites
4. Preserve Existing Neighborhood and Rehabilitate Existing Housing Stock

5. Maintaining Affordable Housing Costs

Goal 1: The attainment of decent housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet.

Policy 1: Promote fair housing practices through the City;

Policy 2: Promote a variety of housing types to meet the special needs of persons with disabilities, elderly households, and others who may need assisted living, group home, institutional care, and other alternative residential environments.

Policy 3: Ensure that families with children have equal access to housing through enforcement of anti-discrimination policies and by facilitating the construction of housing to meet the needs of such families.

Program 1: Implement Fair Housing Laws. The City of Hemet will continue to contract with an appropriate agency to investigate discrimination complaints, provide mediation services, monitor lender and real estate industry compliance with fair housing laws, provide public information on fair housing, and provide training on compliance with fair housing laws. At present, the City contracts with IMB for these services.

Program 2: Transitional Housing and Homeless Facilities. The City will continue to allow emergency homeless and transitional shelters through the issuance of conditional use permits.

Goal 2:	To ensure adequate provision of housing for all economic segments of the community.		a liaison with other agencies offering housing programs in Hemet.
Policy 1:	Undertake economically feasible programs, including the use of available governmental and private funding sources, to provide for housing throughout the community to meet the needs of low- and moderate- income households.	Program 4:	The City will annually review its development permit system to assure effective implementation.
		Program 5:	The City will continue to address flooding issues that adversely affect availability of developable sites for housing.
Policy 2:	Encourage the participation and financial commitment of private entities (nonprofit and for-profit) in attaining housing goals.	Program 6:	The City will continue to coordinate with Riverside County to review efforts to provide very low-, low-, and moderate- income housing developments in the City's Sphere of Influence.
Policy 3:	Encourage the provision and continued availability of a range of housing types throughout the community, including mobile homes and rental housing, for all economic segments of the community.	Program 7:	The City will continue to work with Riverside County in issuing mortgage revenue bonds or tax credit certificates to finance housing construction and home purchase for low and moderate income households.
Policy 4:	Encourage the retention of existing mobile homes and investigate areas for potential new mobile homes in single family residential areas.	Program 8:	The City will continue to annually evaluate land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare.
Program 1:	The City will continue to provide first-time homebuyer assistance through low-interest loans and/or mortgage credit certificate and downpayment assistance through deferred second loans.		
Program 2:	Continue to coordinate with the California League of Cities and WRCOG to urge state and federal representatives to increase the visibility and discussion of housing issues.	Goal 3:	To assure the adequate provision of sites for housing, the City of Hemet shall implement policies.
Program 3:	Maintain a Housing Coordinator position to oversee the development and maintenance of housing programs and to serve as	Policy 1:	Locate residential uses in close proximity to commercial and industrial areas and transportation routes to provide convenient access to employment centers.

Policy 2: Plan for residential land uses that accommodate anticipated growth of new employment opportunities.

Policy 3: Utilize existing Federal and State criteria for identifying and evaluating potential sites for assisted housing.

Program 1: The City will accommodate its Regional Housing Allocation.

Program 2: Maintain an inventory of sites suitable for future residential development, particularly for housing affordable to low- and moderate-income households.

Program 3: The City will identify and maintain opportunities for residential development on infill sites.

Program 4: The City will annually review the Capital Improvement Program (CIP) to ensure that facilities and infrastructure needed to implement the Housing Element and meet its RHNA allocation are included in the CIP.

Program 5: To provide greater affordability in new housing development, the City shall encourage the development of higher density housing (minimum of 25 units per acre) where site configurations permit.

Goal 4: Preserve existing neighborhoods and rehabilitate existing housing stock.

Policy 1: Encourage the maintenance and repair of existing owner occupied and rented housing to prevent deterioration on the City.

Policy 2: Encourage the rehabilitation of substandard and deteriorated housing, where feasible.

Policy 3: Where possible, take action to promote the removal and replacement of those substandard units which cannot be rehabilitated.

Policy 4: Provide and maintain an adequate level of community facilities and municipal services in all community areas.

Policy 5: Improve and upgrade community facilities and services where necessary and feasible.

Program 1: The City will provide grants and loans to assist in housing rehabilitation and emergency home repairs.

Program 2: The City of Hemet will continue to seek cooperative relationships with other public and private nonprofit organizations to more effectively leverage financial resources and staff capabilities in delivering home repair and housing rehabilitation programs.

Program 3: The City will continue to conduct occupancy inspections, upon request, to residential units or apartment structures when sold for code requirements.

Program 4: The City will work with the Franchise Tax Board to enforce the provisions of the California Revenue and Tax Code Sections 17299 and 24436.5.

Program 5: The City will conduct a study of mobilehome parks to identify conditions, amenities, and issues affecting habitability.

Goal 5: Maintaining affordable housing costs.

public health, safety, and welfare.

Policy 1: Encourage the continued affordability to lower-income households of existing assisted housing units by utilizing public funds for rehabilitation and/or acquisition and management by entities dedicated to maintaining the affordability of these units.

Program 5: Pursuant to Ordinance No. 772 establishing the Rent Review Commission, the City will continue to conduct hearings on mobile home rent issues.

Policy 2: Encourage energy efficient housing.

Population Characteristics

Policy 3: Continue to plan and facilitate the implementation of low and moderate income housing through all relevant federal, state, and county housing assistance programs, as well as local development standards.

Population Trends

Program 1: Incorporate Energy Efficiency in New and Existing Housing.

The City of Hemet has experienced steady growth over the last 40 years. The largest jump in population (12.9 percent) occurred during the 1960s, when retirees began to settle in the valley. The area continued to grow in the late 1970s and early 1980s due to the affordability of housing in Hemet. During this period, commuters were willing to travel long distances for the opportunity to own a home. As home prices in western Riverside County continued to rise in the early 1980s, growth spilled over into the Hemet/San Jacinto Valley. Since 1970, Hemet's population has increased at a rate approximately twice that of Riverside County.

Program 2: The City of Hemet will continue to monitor ownership and management of Villa Hemet to ensure preservation of the rental housing units as affordable housing for low-income elderly households.

Ethnicity

Program 3: The City will contact the Riverside County Housing Authority each year to request that additional Section 8 vouchers be made available within the City of Hemet.

Minority groups represent a small portion of the Hemet population, compared to Riverside County. Persons of Hispanic origin (who may also be represented in other ethnic groups) made up 7.9 percent of the 1980 population, compared to 18.8 percent for the entire County. By 1990, the percentage of those who are of Hispanic origin grew slightly (to 8.2 percent) within the City and substantially (to 26.3 percent) within the County as a whole.

Program 4: The City will annually evaluate development impact fees to ensure that such fees are the minimum necessary to cover actual costs; update and implement the General Plan; and to ensure protection of the

Age of Population

The large number of retirees in Hemet has, historically, raised the median age in the City to a substantially higher level (56.8) than that of the County (31.5). However, as younger households (particularly families with children) began moving into the City between 1980 and 1990, the median

age showed a decline of nearly 12 percent. This mirrors the regional trend.

Household Type and Composition

As a result of the migration of retirees into Hemet during the 1960s and 1970s, the majority of households consisted of one- or two- persons. During this time period, 18 percent of households were families with children, and 41 percent were families without children. Non-family households comprised 41 percent of all households.

Household Income

The median household income in Hemet in 1989 (\$20,382) was 39 percent lower than in Riverside County (\$33,081). Because of the large number of retirees in the City, Hemet has a greater percentage of low-income households, a lower per-capita income, and a higher poverty rate than the County.

Poverty

The 1990 U.S. Census reported that the poverty rate for all persons under 55 was about 20 percent, while only 8 percent for persons 55 and older. Even among retirees, however, poverty rates vary. The Census reported that persons age 55 to 64 had a higher poverty rate (10 percent) than persons aged 65 to 74 (6 percent). The poverty rate rises after age 75 to 9 percent.

Area Employment Profile

Nearly half (46 percent) of the population works in the retail and service sectors. Another 21 percent work in construction and manufacturing. According to an economic study on communities in western Riverside County (Muse Consulting, Inc.), Hemet's labor pool consists of a significantly larger number of older workers than the County, with 31 percent being over the age of 65. Approximately one-third of Hemet's residents that are in the labor pool work at the professional/administrative level.

Seasonal Residents

A portion of the population consists of seasonal residents. The 1990 U.S. Census indicates that 4.8 percent of Hemet's households were for seasonal or recreational use. This indicates that approximately 849 households, or 1,732 persons, consider the City of Hemet a seasonal residence.

Special Needs Groups

Special housing needs arise due to physical, economic, social, or cultural characteristics or conditions that are present in a substantial percentage of the local population. These characteristics or conditions distinguish individuals from the general population and lead to housing or supportive services need that are not (or cannot) be met by the private market acting alone. Examples of special housing needs include accessibility for the mobility impaired, transitional housing for those leaving a homeless environment, and housing specifically designed for the physical and social needs of older adults.

Elderly

The elderly face both financial and accessibility problems in finding suitable housing. In combination with mobility limitations or the need for supportive services (such as medical or meal assistance), it can become very challenging for the elderly to adequately meet their housing needs. A substantial number (although by no means the majority) of these older adults may need assistance to either:

- Repair and maintain their dwellings units;
- Relocate to housing without such high maintenance and repair cost;
- Afford their current rental housing; or
- Relocate to more affordable rental housing specifically designed for seniors.

The 1990 U.S. Census shows that Hemet's population included 15,190 persons 65 years and older, or 42.1 percent of the total population. Of this, 10,044 or 57.7 percent of the households are headed by a person 65 years or older. Most of

these elderly headed households survive on a fixed income consisting of social security and possibly a pension. Therefore, elderly headed households are in need of predictable and affordable housing payments, as well as close proximity to shopping, services, community facilities, and public transit.

Mobility and Self-care Limitations

A substantial percentage of the City's residents have physical conditions that affect their ability to live independently in a conventional residential environment. These individuals have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance.

Large Families

The 1990 U.S. Census indicates that 5 percent of family households in Hemet had five or more members, as compared to 15 percent of family households in the County. Large family households are characterized as a special needs group because they require a greater number of rooms per dwelling unit to avoid overcrowding.

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When comparing the 1980 and 1990 U.S. Census on overcrowding over the last ten years, overcrowding of units, especially rental units, has increased substantially in both percentage and number.

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Hemet has 1,386 recreational vehicle (RV) spaces in six parks, of which 522 are owner occupied spaces. These parks provide seasonal accommodations for winter residents and are not part of the year-round housing stock.

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The 1990 U.S. Census indicates that housing values in Hemet generally were between \$50,000 and \$124,000. Most homes (60 percent) had values of \$100,000 or less. By comparison, the countywide distribution of home values was much broader, generally between \$50,000 and \$200,000. Over 60 percent of the homes had values between \$75,000 and \$175,000.

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According to the 1990 U.S. Census, the median contract rent (including utilities) was \$435 in Hemet and \$502 in Riverside County. Most rents (61 percent) were in the range of \$350 to \$600 in Hemet. Most rents in the County (56 percent) were in the \$400 to \$700 range.

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A standard measure of affordability, established for most state and federal housing programs, is that housing expenses should not exceed 30 percent of a household's income, on the average. According to the 1990 U.S. Census, about 38 percent of very low-income homeowners, 30 percent of low-income homeowners, and 25 percent of moderate-income homeowners paid 30 percent or more for housing expenses. While these percentages are substantial, particularly for very low-income homeowners, the percentage of renters overpaying for housing was much greater. Nearly 80 percent of very low-income renters, 71 percent of low-income renters, and 28 percent of

moderate-income renters paid 30 percent or more for housing.

Current Housing Needs

Hemet's "fair share" housing need is estimated by the Western Riverside Council of Governments. The City of Hemet's additional projected housing need through 2005 is 3,321 units. Of that amount, 1,495 units (45 percent) should be affordable to low- and very low- income groups.

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A review of federal, state, county, and city records revealed only one assisted rental housing development with the potential to convert to market rate housing between 2000 and 2010: Villa Hemet.

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Approximately 6,538 acres are available for residential uses in the City of Hemet. Most of the remaining vacant land suitable for residential development is within large Specific Plan areas, such as Page Ranch, Heartland, and McSweeny Ranch.

Constraints to Housing

Non-Governmental Constraints

Land Constraints

The build out potential of the existing vacant land is 29,450.96 housing units. This significantly exceeds the 3,319 additional units projected to be the City's need in the next five years. However, existing infrastructure and municipal facilities may be overwhelmed by future growth without improvements, enlargement, or the development of new facilities.

Flood Control Improvements

Flooding is a major concern throughout Hemet, but particularly in the south and southwest areas of the City. Major runoff from the hills and urban development to the east of the City comes

together at State Street and forms Salt Creek. Approximately 90 percent of the City and 70 percent of the land within the General Plan area drains into Salt Creek. Presently, the storm drain system is inadequate to control storm water runoff throughout the City. In January 1984, the City of Hemet adopted the Hemet Master Flood Control and Drainage Plan, which identified necessary flood control facilities and proposed financing methods to complete the project. The Hemet Redevelopment Agency is spending 44 percent of its tax increment revenue to complete the projects specified in the flood control plan. Developer fees are expected to supplement this revenue fund.

Acquisition and Holding Costs

Costs associated with the acquisition and holding of land include the market price of raw land and the costs of holding land throughout the development process. Land holding costs are determined by interest rates on acquisition and development loans during development. Interest rates are not under the control of local jurisdictions; therefore, the greatest inroad that can be made on holding costs would be through shorter processing times for development permits.

Interest Rates and the Banking Industry

The significant problems experienced in the S&L and banking industry over the past several years have also created a significant constraint to residential development. Financing has become increasingly difficult to obtain as banking regulation has increased, and many banks are cautious in their lending practices. These land cost and financing difficulties raise the builder's overhead and are subsequently passed to the consumer.

Construction Costs

The actual cost of construction can be a constraint if the cost of labor or materials rises sufficiently to increase housing costs beyond what is affordable in the marketplace. This does not appear to have been a problem in the Hemet area in the past, and it does not appear that

construction costs will be a significant constraint in the future.

Housing Discrimination

As a characteristic of the housing market, discrimination, if it exists, presents a barrier to providing an adequate choice of housing for all groups. Discrimination, which may be defined as prejudicial treatment applied categorically and not on the merit of the individual, takes many forms. Most forms of housing discrimination are a violation of state and federal laws, which prohibit discrimination against home seekers for reasons of race, religion, national origin, ancestry, color, sex, or marital status.

Governmental Constraints

State Housing Element Guidelines require that the Housing Element address public actions which might constrain the maintenance, improvement, or development of housing. In the past, the major constraints imposed by government are decreasing federal and state commitment to housing programs, conflicting local responsibilities; development standards; and land use controls, fees, and processing time. The City has attempted to address local constraints through expedited and simplified development permit processes and objective standards for new construction that allow for a wide range of densities and housing unit types while ensuring that minimum quality standards are met.

Federal and State Commitments

The emphasis placed by the federal and state governments on housing policies and funding has traditionally shifted with changing administrations and priorities. However, there was a clear trend during the 1980s and early 1990s to de-emphasize federal and state housing programs. Federal, and particularly state, budget surpluses during the late 1990s permitted Congress and the Legislature to appropriate additional funding for affordable housing programs.

Conflicting Responsibilities of Local Government

The mandate that local governments provide housing for all economic segments of the community is but one of many, often conflicting, responsibilities. In addition to dealing with issues of affordable housing, cities must also provide municipal services and facilities, protect the natural environment, ensure a high quality of development, address the concerns of City residents, and promote local employment and sales tax-generating uses. These responsibilities must be met in an era of increasingly tight budgets.

Development Standards and Land Use Controls

Development standards include General Plan, zoning and subdivision ordinance, and building code requirements. The most far-reaching standards are those contained in the General Plan and zoning ordinance, which are the most traditional tools used to regulate land use.

General Plan

The General Plan outlines appropriate locations for each type of land use within Hemet, as well as provides recommendations to the County for land use within adjacent unincorporated areas. The General Plan is the primary source for regulating residential densities, and also establishes overall policies for development related to land use compatibility, public services and facilities provision, open space provision, and environmental mitigation. The General Plan Land Use map includes several residential categories to ensure a broad range of housing in the future.

Zoning Regulations

Zoning regulates the use; density; setbacks; parking; and placement and mix of residential, commercial, and industrial projects to reflect community goals and objectives. Zoning also regulates the intensity of residential land use through minimum lot size requirements. State law

requires that zoning regulations be consistent with a locality's General Plan land use designations.

Subdivision Regulations

Subdivision regulations can also affect housing construction costs. Requirements for site improvements and amenities such as landscaping, underground utilities, and infrastructure that are placed on subdivisions need to be directly related to the impacts created by the development. Hemet's subdivision standards are similar to many Inland Empire communities and do not unreasonably add to the cost of development or significantly impede the ability to achieve residential densities for a variety of housing types and costs.

Permit and Development Impact Fees

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Energy Conservation

There are many opportunities for conserving energy in new and existing homes. Although construction of energy efficient buildings does not lower the price of housing, housing with energy

conservation features should result in reduced monthly occupancy costs as consumption of fuel and energy is decreased. Similarly, retrofitting existing structures with energy-conserving features can result in a reduction in utility costs. Examples of energy conservation opportunities include weatherization programs and home energy audits; installation of insulation; installation or retrofitting of more efficient appliances, and mechanical or solar energy systems; and building design and orientation which incorporates energy conservation consideration.

HOUSING ELEMENT

City of Hemet

July 2001

**Prepared by
*Parsons***

these elderly headed households survive on a fixed income consisting of social security and possibly a pension. Therefore, elderly headed households are in need of predictable and affordable housing payments, as well as close proximity to shopping, services, community facilities, and public transit.

Mobility and Self-care Limitations

A substantial percentage of the City's residents have physical conditions that affect their ability to live independently in a conventional residential environment. These individuals have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance.

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Introduction

CONFIDENTIAL - SECURITY INFORMATION - Field

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I. INTRODUCTION

The Housing Element of the General Plan is a comprehensive statement by the City of Hemet of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all income levels. The policies contained in this Element are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family," as well as a reflection of the unique concerns of the community. The purpose of the Housing Element is to establish specific goals, policies and objectives relative to the provision of housing, and to adopt an action plan toward this end. In addition, the Element identifies and analyzes housing needs, and resources and constraints to meeting these needs.

The Hemet Housing Element is based on five strategic goals: 1) equitable access to housing opportunities; 2) adequate provision of housing; 3) adequate housing sites; 4) preservation of existing neighborhoods and housing; and 5) maintaining affordable housing costs.

In accordance with State law, the Housing Element is to be consistent and compatible with other General Plan Elements. Additionally, Housing Elements are to provide clear policy and direction for making decisions that pertain to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Sections 65580 through 65589) mandates the contents of the housing element. By law, the Housing Element must contain:

1. An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs;
2. A statement of the community's goals, quantified objectives, and policies relevant to the maintenance, improvement and development of housing; and
3. A program that sets forth a five-year schedule of actions that the local government

is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

The housing program must also identify adequate residential sites available for a variety of housing types for all income levels; assist in developing adequate housing to meet the needs of low- and moderate-income households; address governmental constraints to housing maintenance, improvement, and development; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

II. Consistency with other General Plan Elements

II. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

State law requires the Housing Element to contain a statement of "the means by which consistency will be achieved with other general plan elements and community goals" (California Government Code, Section 65583[c][6][B]). There are two aspects of this analysis: 1) an identification of other General Plan goals, policies, and programs that could affect implementation of the Housing

Element or that could be affected by the implementation of the Housing Element; and 2) an identification of actions to ensure consistency between the Housing Element and affected parts of other General Plan elements.

Table 1: Summary of General Plan Goals and Policies Affecting Housing

General Plan Element	Policy	Means for Achieving Consistency
Community Development	1.2	This policy identifies neighborhoods to be reserved for senior oriented housing development, and requires the provision of specific design features to mitigate potential impacts of family-oriented residential development on those senior-oriented neighborhoods.
	3.b.2-3	These policies require that each proposed project within the Senior Residential Overlay District complete a study detailing existing senior projects, activity centers and programs, and evidence indicating the project will enhance the pedestrian link between senior neighborhoods and local commercial, transportation, recreation, and cultural activity centers. Non-senior developments in the Senior Residential Overlay District are required to integrate appropriate buffer and transition concepts.
	5.b.2 and 5.i.1	These policies require the protection of existing senior neighborhoods as part of the review of individual residential developments.
	12.1	This policy encourages the development of independent living and congregate care facilities for senior citizens in locations with convenient access to social, transportation, commercial, and medical services.
	12.2	This policy encourages the development of housing which is accessible and affordable to the physically handicapped.
	2.2	This policy permits the clustering of residential units where the following criteria are met: The clustering is pursuant to a specific plan; the overall permitted density is not exceeded; the project will not require greater public services and facilities than would an equivalent non-clustered project; the result of clustering is more environmentally desirable; the development pattern maintains the desired traditional grid; and the net density and lot size is compatible with surrounding areas.
	2.6	This policy encourages a variety of residential development types that are compatible with surrounding neighborhoods and established neighborhood themes.
	3.b.1	This policy allows development of two or more detached dwellings on a single lot where such a design can provide higher density housing in a manner that is compatible with the low-density character and scale of the surrounding neighborhood.

General Plan Element	Policy	Means for Achieving Consistency
	3.b.4	This policy integrates new multi-family projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale, neighborhood architectural character, and color; utilize multi-family development as a transition from commercial to single family uses where appropriate.
	5.c.3	This policy ensures that new professional office and multi-family uses within transitioning single family neighborhoods are designed so as to be compatible with the scale and character of the surrounding area.
	5.1.1	This policy requires that maximum developments densities be based upon providing minimum lot sizes of 7,200; 10,000; 15,000; and 20,000 square feet in those areas indicated. Individual developments shall be planned as part of a minimum 40-acre increment to ensure coordinated street patterns, land use compatibility, and infrastructure.
	5.b.4, 5.c.2, 5.d.3 and 5.k.1	These policies ensure the provision of adequate buffers between commercial and residential uses, single family and multi-family development, and between rural residential and urban neighborhoods.
	5.c.1	This policy revises the municipal code to incorporate a mixed-use overlay zone which permits development of professional office and multi-family residential uses on the same site.
Economic Development	2.2	This policy creates buffer zones of moderate density housing along with pedestrian linkages surrounding the State/Stetson intersection to strengthen the base of accessible consumers.
	4.6	This policy draws upon the proceeds of the housing set-aside funds to assist low-income seniors with housing maintenance and major improvements.
Public Services and Facilities	2.1	This policy sets an annual limit on new development, where the performance standards are not being met as a result of existing development, within the Public Facilities Improvement Target Area as required to accomplish resolution of the deficiency. The annual limit shall remain in effect until the deficiency is resolved. New development within the Public Facilities Improvement Target Area shall be required to provide such facilities as are necessary to ensure that performance standards are met for the public services and facilities provided to new development, and that existing public services and facilities are not further downgraded.
Resource Management	1.10	This policy restricts on-street parking to neighborhood residents through permit programs in areas adjacent to non-residential centers.
	1.15	This policy provides a mixed-use overlay area capable of combining commercial, office, and residential uses in close proximity to one another as a means to enhance pedestrian movement.
	2.7	This policy allows a density bonus program for development that includes usable park and open space lands above the required standard.
	3.2	This policy expands development impact fees for parks to include funds to be used for the acquisition of natural open space.
	3.3	This policy requires the provision of open space and recreation areas within the urban residential portions of the City.
	3.6	This policy provides that lands set aside in previous development projects that were not clearly reserved for future development are to be preserved as natural open space.

General Plan Element	Policy	Means for Achieving Consistency
	5.1 and 5.3	These policies require the incorporation of water resource management concepts, including the installation of gray water recycling systems for residences, to ensure that contemporary, feasible water-saving technologies are provided and/or retrofitted into development projects.
	6.7-6.9	These policies implement tax advantage programs, zoning amendments, and alternate building codes where appropriate for the maintenance and rehabilitation of historic structures and properties.
	9.1	This policy requires new developments to meet or exceed the State's Title 22 energy conservation requirements.
Public Health and Safety	2.3	This policy retains undeveloped or vacant land within 100-year floodplains as low-density rural uses or open space where plans for construction of flood control facilities are absent.
	8.1	This policy limits the intensity of development within the safety zones identified on the proposed land use map contained in the Community Development Element. Residential: one dwelling unit per two and one-half acres (0.4 du/ac) in areas I and II of the Airport Hazard Zone.

III. PUBLIC PARTICIPATION

The City of San Francisco has a long history of public participation in its planning and development process. The City's public participation process is designed to ensure that the public has a meaningful opportunity to be heard in the decision-making process. The City's public participation process is based on the following principles:

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The City's public participation process is designed to ensure that the public has a meaningful opportunity to be heard in the decision-making process. The City's public participation process is based on the following principles:

III. PUBLIC PARTICIPATION

As part of the Housing Element update process, the Hemet Planning Department and Redevelopment Agency conducted a public outreach process that consisted of public notices posted in accessible locations, published notices in the local press, information distributed to individuals and organizations community wide, a public workshop, and public hearings.

The City made efforts to include all segments of the community in the public outreach process by contacting known organizations with an interest in housing issues, notifying individuals in the community who have expressed an interest in housing issues, broadcasting public proceedings on the local cable access television station, and distributing notices and documents to public institutions that are accessible throughout the City. All public proceedings were conducted at City Hall, which is accessible to individuals with disabilities.

Specific public events related to the Housing

Element included:

- Citizen Housing Committee Outreach Meetings on November 27, 2000 and December 6, 2000.
- Planning Commission Study Session on December 12, 2000.
- Housing Committee Meeting on December 12, 2000
- City Council Study Session on December 12, 2000.
- Planning Commission public hearing on September 4, 2001.
- City Council public hearing on September 25, 2001.

IV. Evaluation of Achievements Under the Previous Housing Element

IV. EVALUATION OF ACHIEVEMENTS UNDER THE PREVIOUS HOUSING ELEMENT

In accordance with State law, the Housing Element is to be consistent and compatible with other General Plan Elements. Additionally, Housing Elements are to provide clear policy and direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Sections 65580 through 65589) mandates the contents of the housing element.

By law, the Housing Element must contain:

1. An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs;
2. A statement of the community's goals, quantified objectives, and policies relevant to the maintenance, improvement and

development of housing; and

3. A program that sets forth a five-year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

The housing program must also identify adequate residential sites available for a variety of housing types for all income levels; assist in developing adequate housing to meet the needs of low- and moderate-income households; address governmental constraints to housing maintenance, improvement, and development; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

Table 2: Evaluation of Achievements Under the Previous Housing Element

Housing Program	Evaluation of Achievements
Program 1. Review and analyze proposed residential projects, GP amendments, and changes of zone for potential effects on adjacent neighborhoods, City development, and the City's responsibility to meet the Regional Housing Needs Analysis objectives. The review should consider compatibility with the surrounding neighborhood, the balance between proposed development and available infrastructure, the current available housing mix, environmental resources, hazards, and aesthetic considerations. Objective (1993-1994): Initiate development reviews consistent with the above program. Objective (1994-1999): Continue development reviews consistent with the above program.	The City has and will continue to review proposed residential projects with the compatibility of surrounding neighborhoods, availability of infrastructure, the current available housing mix, environmental resources, hazards, and aesthetic considerations.
Program 2. Citywide survey of residential housing to assess availability of rentals, new housing available to families with children, residential home and mobile home rental rates, and mobile home rental space availability. Create a brochure for distribution to interested persons and local social service agencies. Objective (1993-1994): Conduct two surveys and design brochure. Objective (1994-1999): Continue program.	This program was not implemented. The City believed that this program was impractical and did not have the staff for proper implementation. There are private rental guides, Internet resources and agencies that maintain current information on rental housing opportunities in Hemet.
Program 3. Develop an inventory of sites suitable for future residential development, committing to land assemblage and write-down, subsidized on and off-site improvements, subsidies of City development fees, and flexibility in development standards. Objective (1993-1994): Inform developers of the preceding incentives. Objective (1994-1999): Continue program.	L.D. King and Associates conducted a survey to identify blighted neighborhoods within city limits. Ten areas were identified, and the improvements will be provided by the city. The survey also identified opportunities for infill development in these areas. The City has developed an inventory of sites suitable for future residential developments and provides this information to interested developers.
Program 4. Coordinate with the California League of Cities and Western Riverside Council of Governments (WRCOG) to urge state and federal representatives to increase the visibility and discussion of housing issues. Objective (1993-1994): Identify and make contact with any other organization that may be effective in housing issues. Objective (1994-1999): The City will examine the feasibility of increasing its participation in these organizations.	Hemet participates in WRCOG meetings and lobbies in Sacramento for housing issues.

Housing Program	Evaluation of Achievements
Program 5. Utilize applicable and appropriate housing programs available to the City through the County Housing Authority, with the County satisfying a portion of the City's existing housing needs. These programs include the Home Improvement Program, Section 312 loans from HUD, and Senior Home Repair and Weatherization Program, among others. Objective (1993-1994): Maintain programs at current levels. Objective (1994-1999): Programs will be taken over by City at the conclusion of the contract period which coincides with the end of the present Housing Element planning period.	The City established its own Housing Authority to administer these programs. The Redevelopment Agency has assisted in the rehabilitation of the following number of dwelling units since 1994: • Between 1994/95 the Substantial Rehabilitation Program helped 76 very low-income homes. • The Senior Repair Program helped 260 homes • The Home Grant Program helped 59 homes in 1997/98.
Program 6. Investigate the feasibility of establishing a Housing Coordinator position to oversee the development and maintenance of future housing programs. Objective (1993-1994): Determine if the position is warranted, if so; fill the position in 1994 to correspond with the City taking over implementation of programs from the County Housing Authority. Objective (1994-1999): Continue to fund the position.	The City filled the Housing Coordinator position in 2000 and will hire a Housing Technician/Specialist in 2001.
Program 7. Provide consultation to aid private developers in expanding housing opportunities by encouraging pre-application conferences to inform them of City requirements, ordinances, fees, and programs to produce affordable housing. Objective (1993-1994): Continue to offer this service. Objective (1994-1999): Continue to offer this service.	The City encourages pre-application conferences to inform developers of City requirements, ordinances, fees, and programs to produce affordable housing.
Program 8. Continue efforts to solve Salt Creek flooding problems by utilizing redevelopment funds, collecting development impact fees, and requiring implementation of planned flood control improvements in all affected residential projects. Objective (1993-1994): Continue program. Objective (1994-1999): Continue program.	The City has adopted a master plan for flood control improvements along Salt Creek and has established an impact fee on new development to contribute to the cost of area-wide improvements. The City has also established development standards to control on-site flooding and storm run-off.
Program 9. Conduct an inventory of City-owned properties and examine their development/redevelopment potential for residential use to induce development of more affordable housing. Objective (1993-1994): Conduct survey and evaluate parcels. Objective (1994-1999): Select parcels for the program, send out Request for Proposals for housing development, and construct units.	The City conducted an inventory of City-owned properties and examined their development/redevelopment potential for residential use. The City uses this information to identify opportunities for residential development, especially for affordable housing, and provides this information to interested nonprofit or for-profit developers.

Housing Program	Evaluation of Achievements
Program 10. Support construction of new housing for home ownership and rental units on infill sites. The objective is to provide increased opportunities for infill housing in conformance with concepts and policies included in the General Plan. Objective (1993-1994): Adopt zoning ordinance revisions to implement the provisions of the Community Development Element calling for mixed use development incentives, as well as provisions aimed at facilitating the development of multiple detached housing structures within single family neighborhoods. Objective (1994-1999): City will assess privately owned parcels that are conducive to infill development, according to lot size, infrastructure availability, and surrounding land uses. These areas will then be organized into target areas. Organize a program that contacts land owners of targeted parcels and offers incentives for in-fill development.	The City refined its planning permit policies to expedite Conditional Use Permits and Tentative Subdivision Map processing for these types of projects and early consultations with developers.
Program 11. Encourage the use of factory-built housing and factory-built components in new housing, as approved by the California Association of Building Officials, by providing information regarding the cost/benefit and feasibility of factory-built housing. Objective (1993-1994): City will continue this program. Objective (1994-1999): City will continue this program.	This program was not implemented because the City didn't believe it was necessary to encourage the use of factory-built housing. The City does not distinguish between factory-built and site built housing, so it did not conduct a cost/benefit and feasibility analysis of this program either. The City has 41 mobilehome parks, 143 lots of manufactured housing and a Mobilehome Rehabilitation Program.
Program 12. Initiate an outreach campaign to solicit participation of private developers in an affordable housing program; maintain a roster of interested firms. Objective (1993-1994): Prepare the roster of interested firms and continue monthly maintenance of the roster. Objective (1994-1999): City will continue the monthly maintenance of the roster.	The L.D. King and Clean Team programs are the Hemet Redevelopment Agency programs expected to begin within the next five years. The City has not initiated an outreach campaign to solicit participation of private developers in affordable housing programs.
Program 13. Establish a shared equity assistance program for first-time home buyers consisting of financing and fee assistance to qualified households for purposes of home ownership. Objective (1993-1994): Establish program criteria, determine potential funding, and prepare a sample agreement in 1993. Set up a revolving fund for the program in 1994. Objective (1994-1999): As part of the 1994 Housing Element update, the City will target a specific number of homes to be assisted in this planning period based on availability of funds.	The City did not establish a shared equity program. The City has a first-time home buyer assistance program that forgives a percent of a loan each year. The City evaluated the shared equity assistance program and didn't feel that it was feasible to implement. The City receives funding from the federal HOME Program and uses Redevelopment Set -Aside Funds to implement first-time home buyer assistance.

Housing Program	Evaluation of Achievements
Program 14. Incorporate energy efficient features into new and rehabilitated residential units by implementing the energy conservation concepts and strategies in the Resource Management Element. Objective (1993-1994): As part of the development review process, ensure consistency with the General Plan Resource Management Element. Contact Southern California Edison (SCE) and The Gas Company to obtain information on energy efficient building. Make these available to developers and residents. Objective (1994-1999): Research the availability of grants available to builders who use new energy saving technology. Examine the feasibility of bi-monthly seminars for residential builders on constructing energy efficient buildings.	The City implemented the Title 24, State of California Energy Standards. The City incorporated energy efficient features into new and rehabilitated residential units. The City has incorporated energy efficiency requirements into its home repair and housing rehabilitation programs. The City also regularly monitors utility company programs that offer energy efficiency incentives to customers for their use in Hemet.
Program 15. Continue review of all residential, commercial, and industrial buildings for compliance with Title 24, State of California Energy Standards. Objective (1993-1994): Continue Program. Objective (1994-1999): Continue Program.	The City will continue to review all residential, commercial, and industrial buildings for compliance with Title 24.
Program 16. Provide information regarding energy conservation features that can be incorporated into new and rehabilitated residential units. Objective (1993-1994): Contact SCE and The Gas Company to obtain information on energy efficient building. Make these available to developers and residents. Objective (1993-1999): Research the availability of grants available to builders who use new energy saving technology. Examine the feasibility of semiannual seminars for residents and builders on energy efficient buildings.	The City will continue to provide information regarding energy conservation features that can be incorporated into new and rehabilitated residential units.
Program 17. Coordinate with SCE to encourage participation in the Customer Assistance Program designed to help low-income, senior citizens, permanently handicapped, and non-English speaking customers control their energy use. Objective (1993-1994): Continue to post information at the City's senior center. Organize two workshops with SCE each year to disseminate information on energy efficiency. Objective (1994-1999): Continue Program.	The City coordinated with SCE to help low-income and special needs residents control their energy use.

Housing Program	Evaluation of Achievements
Program 18. Revise the zoning ordinance to provide density bonus incentives for the provision of housing for handicapped and other special needs groups to meet identified housing needs similar to existing incentives for lower-income, very low-income, and senior citizen households. Objective (1993-1994): Develop and adopt the ordinance and a development information packet. Objective (1994-1999): The ordinance will be in place at this time. During this Housing Element update specific actions to increase handicap accessible structures will be analyzed.	The City hasn't approved any dwelling units under its density bonus and regulatory incentives zoning policies. There haven't been any projects proposed to the City that qualify for density bonuses. The City does not believe that a special density bonus is necessary for handicapped or other special needs groups, as the overwhelming majority of such individuals are low-income or elderly and would benefit from the City's existing density bonus program.
Program 19. Create an information packet regarding the zoning ordinance and ways to comply, for distribution to developers and the public. Objective (1993-1994): Develop and distribute information packet. Objective (1994-1999): Continue availability and distribution of packet.	The City created information packets for developers regarding the zoning ordinance and ways to comply with it. This information packet is updated annually.
Program 20. Annually review the capital improvement program to ensure that facilities needed to facilitate implementation of the Housing Element are met. Objective (1993-1994): Annual Review. Objective (1994-1999): Annual Review.	The City will continue to review the capital improvements program to ensure that facilities needed to facilitate implementation of the Housing Element are met.
Program 21. Investigate the feasibility of adopting an ordinance which would allow existing tenants of illegal units, such as garage conversions or non-permitted buildings or additions, to sue for back rent if they are displaced due to the inability of the owner to comply with current code requirements. Objective (1993-1994): Meet with City Attorney and draft the ordinance. If an ordinance is infeasible, acquire information that can assist tenants who find themselves displaced from illegal housing units. Objective (1994-1999): Continue program.	The City has not yet investigated the feasibility of adopting an ordinance that would allow existing tenants of illegal units to sue for back rent. This program was not considered a high priority during the 1990s due to staffing shortages and was not considered likely to result in a substantial improvement in housing conditions or the availability of affordable housing. The City will not include this program in the Housing Element update.
Program 22. Coordinate with Riverside County to review efforts to provide very low-, low-, and moderate-income housing developments in the City's Sphere of Influence. Objective (1993-1994): Establish communication with the County and set up a review process for residential projects in Hemet's sphere of influence. Objective (1994-1999): Continue program.	The City reviews County staff reports on all projects within the City's Sphere of Influence and participated in the County's Integrated Planning Process to ensure coordinated policy implementation with Riverside County. The City Manager and a representative of the City Council are active in the Western Riverside Council of Governments to coordinate regional planning issues. The Vice Mayor of Hemet also serves on the Southern California Association of Government's Housing Committee.

Housing Program	Evaluation of Achievements
Program 23. Revise the zoning ordinance as necessary and implement provisions of the Community Development Element relative to the development of senior housing and the protection of senior lifestyles within areas primarily devoted to senior housing development. Objective (1993-1994): Prepare and adopt zoning ordinance revision. Initiate implementation of General Plan provisions. Objective (1994-1999): Continue implementation of General Plan provisions.	The City adopted a Senior Housing Overlay Zone and Small lot Residential Zoning for residents age 55 and over. However, the City will need to revise these zoning provisions to comply with state law prohibiting age discrimination and discrimination against families with children except in specified senior housing developments that meet certain criteria.
Program 24. The City shall encourage the development of higher density housing where site configurations permit and encourage a mix of housing types to address special needs groups in Hemet through the use of both the State Density Bonus Law (Government Code Section 6545915) and local density incentive programs. Objective (1993-1994): Revise City density bonus provisions to include housing for special needs households in addition to lower-income, very low-income, and senior citizen households. Prepare and distribute a brochure to inform developers of density bonus advantage and work closely with builders to ensure a mixture of housing. Objective (1994-1999): Continue program.	In larger projects (typically over 50 acres), the City uses a variety of planning techniques to encourage a variety of housing types and densities, including "transit oriented design" to develop affordable housing for low- and moderate-income households in proximity to public transportation.
Program 25. Provide private purpose financing through the issuance of mortgage revenue bonds, or non-profit bonds. These bonds provide revenue for a developer at a reduced interest rate for the construction of housing and industry. Objective (1993-1994): Formulate a brochure that advertises the City's commitment to providing low income housing by assisting developers in creating such housing units. Determine the levels of funding that will be possible. Objective (1994-1999): Issue bonds at the levels determined during the 1993-1994 period.	The City has not yet issued Mortgage Revenue bonds, or non-profit bonds on its own. Given the size of the City and the likely demand for use of bond proceeds, it is unlikely that Hemet could feasibly issue bonds on its own. The City will continue to partner with Riverside County for issuing bonds.
Program 26. Contact Shelter For The Homeless to discuss the feasibility of building or rehabilitating housing units for low and very low-income residents. Objective (1993-1994): Contact Shelter For The Homeless and hold yearly meetings. Objective (1994-1999): Continue program and build units when funding becomes available.	In 1998 and 1999, the Supportive Housing Program provided transitional housing beds and supportive services or leasing assistance to 11 homeless service agencies. The Shelter has met the needs of homeless individuals and families without having to construct new housing, and it is unlikely that new construction would be necessary to meet homeless needs.

Housing Program	Evaluation of Achievements
Program 27. Work with the Resolution Trust Corporation (RTC) to identify and purchase (RTC) properties within the City for use as low- and moderate-income housing. Objective (1993-1994): Complete the purchase of Villa Capri and initiate conversion to low and moderate income housing as units become vacant. Objective (1994-1999): If additional properties exist, continue program and expand the number of units purchased through the RTC when funding becomes available.	The City contacted RTC in the 1990s to identify and purchase repossessed residential properties in federal possession. There were few such properties and the City determined that their number was insufficient to establish a special program just for RTC. As individual properties become available, the City evaluates the feasibility of acquisition and rehabilitation to create additional affordable housing opportunities.
Program 28. Work to increase the number of Section 8 vouchers within the City of Hemet. Objective (1993-1994): Request ten Section 8 vouchers as funding allows. Objective (1994-1999): Request 50 Section 8 vouchers as funding allows.	There are currently 172 existing Section 8 certificates that will be converted to vouchers. There are also 327 vouchers and 5 HOPWA certificates.
Program 29. Continue to allow emergency homeless and transitional shelters through the issuance of conditional use permits. Objective (1993-1994): Continue program. Objective (1994-1999): Continue program.	The City maintains a list of homeless services and shelters to direct needy individuals and families who contact the City for assistance. This information is maintained at public counters, and inquiries are directed to the Planning Department. Since the adoption of the previous Housing Element, there have been no requests to construct new homeless facilities. Homeless shelters and transitional housing are not listed as separate uses in the Zoning Code. These could be permitted conditionally in multifamily residential, commercial, or institutional zones under Zoning Code provisions for group homes, institutional, or church uses. Conditions relate to compliance with zoning requirements applicable to permitted uses. A Zoning Code amendment would be necessary to list these uses and clarify the zoning districts in which these use would be permitted.
Program 30. Compile a list of emergency shelter grants for the homeless from HUD and other agencies to assist nonprofit and other parties interested in providing homeless shelters and services to the residents of Hemet. Objective (1993-1994): Compile a list of emergency shelter grants for the homeless from HUD and other agencies to assist nonprofit and other parties interested in providing homeless shelters and services to the residents of Hemet.	The City has compiled a list of emergency shelter grants for the homeless and makes this information available to homeless service providers. Since the introduction of Internet-based government information, the City has found that homeless service providers are fully capable of tracking the availability of funding without the City's assistance.

Housing Program	Evaluation of Achievements
Program 31. Establish and maintain land use and zoning categories in the General Plan and zoning ordinance that will facilitate development of a diversity of housing types. Objective (1993-1994): Revise zoning ordinance to achieve conformance with updated General Plan. Objective (1994-1999): Prepare and adopt General Plan and zoning revision as necessary.	The City has established and maintains land use and zoning categories in the General Plan and zoning ordinance that will facilitate development of a diversity of housing types. For example, Hemet was the first City in Southern California to offer affordable homes with seven bedrooms (Mayberry project), in addition the Page Ranch Specific Plan offers a variety of apartments and housing types. The Hemet Valley Country Club Estate offers a variety of larger and smaller homes. Market sales prices of housing in Hemet are generally affordable. The average resale house is \$80,000 and the average new for-sale single home is about \$140,000. In addition to market rate housing, six affordable rental housing projects have added 421 units to the City's housing stock since 1982.
Program 32. Establish and maintain a monitoring program which identifies the type and cost of housing being produced in Hemet, as well as the availability of vacant land within the City which can be used in the short-term (next five years) to accommodate a variety of housing types; produce an annual report which identifies programs outlined in the General Plan, and which sets production goals for housing that is affordable to very low-, low-, moderate-, and upper-income households. Objective (1993-1994): Collect information for first report to be produced in 1994. Objective (1994-1999): Prepare annual reports.	The City conducts annual surveys and updates, e.g., mobilehome parks and apartment prices and rents. The City keeps track of building permits, and types of housing are also tracked in the Building Department. Developed and vacant land is tracked in the City's Geographic Information System. Productions goals are set forth in the City's Housing Element.
Program 33. If multi-year trends indicate that housing unit development will fall short of the City's needs as established by the Regional Housing Needs Assessment, consider revisions to housing incentive programs if it is determined that such revisions can spur additional housing production consistent with the provisions of the Hemet General Plan. Objective (1993-1994): None. Objective (1994-1999): Undertake consideration of revised incentive programs, if necessary.	The City has not revised the housing incentives programs. The City has determined that no changes have been necessary to encourage for-profit and non-profit builders in providing a range of housing types and costs.
Program 34. Annually investigate whether there are any underserved income groups in the community for new and rehabilitation loans, through the Home Mortgage Disclosure Act (HMDA). Objectives (1993-1994): Identify applicable lending institutions and write two reports. Objective (1994-1999): Continue program.	The City contracts with the Inland Mediation Board (IMB) to perform Fair Housing and Landlord Mediation. IMB provides an annual report following the guidelines of the Home Mortgage Disclosure Act (HMDA) for the City. The City directs IMB to lenders which may require further research.

Housing Program	Evaluation of Achievements
Program 35. Pursue the adoption of a computerized case recording system to allow for automated case tracking. Objective (1993-1994): Examine the feasibility of purchasing such as system. Objective (1994-1999): Continue program.	The City utilizes a computerized case study system called CRW. This tracks building permits, code enforcement cases, and projects for the planning and public works department.
Program 36. Annually evaluate land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare. Objective (1993-1994): Continue program. Objective (1994-1999): Continue program.	The City annually evaluates land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare. The City has revised its application forms to be more "user-friendly" and to provide clearer information on standards for approval.
Program 37. Pursuant to AB 1600, annually evaluate development impact fees to ensure the minimum necessary fees to cover actual costs; update and implement the General Plan; and to ensure protection of the public health, safety, and welfare. Objective (1993-1994): Update the MSI study. Objective (1994-1999): Reevaluate existing developer impact fees.	The City annually evaluates development impact fees to ensure the minimum necessary fees to cover actual costs; update and implement the General Plan; and to ensure protection of the public health, safety, and welfare.
Program 38. Increase the efficiency of the City's customer service program. Objective (1993-1994): Conduct annual customer service seminars for City staff. Objective (1994-1999): Continue program.	The City periodically reviews its customer service through the permit process. City staff are in the process of discussing potential General Plan changes to support increased efficiency and customer service.
Program 39. Develop a project manager style approach to development that involves assigning one staff person to each project that will assist applicants with obtaining all of the necessary entitlements. Objective (1993-1994): This program will begin in 1993. Objective (1994-1999): Continue program.	The City has implemented a project manager approach to development permit review by assigning one staff person to each project who assists applicants in obtaining all the necessary entitlements.
Program 40. Continue the existing City agreement with the Riverside County Housing Authority's Fair Housing Program encompassing investigation of discrimination complaints, research on housing discrimination related issues, and public information. Objective (1993-1994): Continue program. Objective (1994-1999): Continue program.	The City has entered into agreements in the past with the Riverside County Housing Authority's Fair Housing Program. Currently, the City contracts with IMB to provide these services. IMB has trained staff to monitor compliance with fair housing laws and handle discrimination complaints, fair housing education, and mediation.
Program 41. Conduct workshops for Planning Staff to train them to answer calls and assist residents concerned with fair housing issues. Objective (1993-1994): Conduct annual workshop for staff. Objective (1994-1999): Continue program.	Under the City's contract with IMB, city staff are trained annually.

Housing Program	Evaluation of Achievements
Program 42. Take necessary steps to ensure that local lenders comply with the anti-redlining intent of the Community Investment Act (CRA) of 1977. Based upon review of the lending performances of local lending agencies, review City fund deposit practices. Objective (1993-1994): Collect and review CRA compliance reports. Objective (1994-1999): Continue collecting and reviewing CRA compliance reports.	IMB provides this service to the City under contract. The City Council considers lender compliance with CRA as a factor in making investment and deposit decisions.
Program 43. Continue to conduct occupancy inspections for code requirements upon request, for residential units or apartment structures at time of sale. Objective (1993-1994): Continue program. Objective (1994-1999): Continue program.	City conducts special housing inspections on properties for which the Code Enforcement division has initiated a case and where a pendency was placed for failure to comply. The new owner must bring the structure into compliance. The City has not maintained regular reporting and counting of the number of such cases, but case files are maintained for public inspection. These inspections include potential lead-based paint hazards. (Beginning October 28, 1995, lead-based paint (LBP) hazards disclosure and warning requirements must be given at the time of sale or rental of any pre-1978 housing unit).
Program 44. Work with the Franchise Tax Board in order to enforce the provisions of the California Revenue and Tax Code Sections 17299 and 24436.5, which prohibit owners of substandard rental housing from claiming depreciation, amortization, mortgage interest, and property tax deductions on State income tax. Objective (1993-1994): Determine whether any properties within the City warrant enforcement of the provisions of the California Revenue and Tax Code Sections 17299 and 24436.5. If warranted, initiate contact with the Franchise Tax Board. Objective (1994-1999): Initiate contact with the Franchise Tax Board, as necessary.	The City has not been able to implement this program due to staffing shortages. With the creation of a housing coordinator, the City will begin checking on the tax status of properties that have been inspected and cited for code violations.
Program 45. Coordinate annual windshield surveys with building inspections to identify areas with substandard housing. Objective (1993-1994): Complete two windshield surveys. Objective (1994-1999): Continue program.	The City conducted a community-wide survey in 1999 in targeted neighborhoods with concentrations of older housing. The results of the housing condition survey have been incorporated into the Housing Element. A previous survey of ten multi-family target areas was conducted in 1997. The City also inspects properties upon request or complaint under the Neighborhood Improvement Program and Housing Rehabilitation Program.

Housing Program	Evaluation of Achievements
Program 47. Explore means to continue housing affordability controls at Villa Hemet. These steps will include: relocation assistance if necessary; mortgage assistance of existing project owner; coordination with organizations interested in purchasing/managing the development; City acquisition and resale with restrictions. Objective (1993-1994): Annually contact the Riverside County Housing Authority to see if a Notice of Intent has been filed for Villa Hemet. Update the list of entities interested in the right of first refusal program, to ensure organizations can act quickly, if Villa Hemet is in danger of converting. Objective (1994-1999): Monitor Options and evaluate alternatives.	Villa Hemet is currently managed by the Riverside County Housing Authority, which has not plans to convert the rental housing development to market-rate housing. At the present time, this project does not appear to be at-risk of conversion.
Program 47. Pursuant to Ordinance No. 772 establishing the Rent Review Commission, continue to conduct hearings on mobile home rent issues. Objective (1993-1994): Continue Program. Objective (1994-1999): Continue Program.	The City has established a Rent Review Commission, which meets regularly to discuss mobile home rent issues.
Program 48. Based on the provisions of California Government Code Section 6583.7, require the submission of a report detailing the impacts of any proposed mobile home park conversion to a nonresidential use concurrent with the filing of any discretionary permit on such property. Objective (1993-1994): Prepare and adopt ordinance to implement the above requirements. Objective (1994-1999): Require submission of reports pursuant to the adopted ordinance, if necessary.	No conversions from mobilehome parks to nonresidential uses have been requested.
Program 49. This Housing Element shall be revised and updated so that a new element will be approved by the required deadline (July 1, 1994) to incorporate new data and to evaluate and update the implementation efforts. Objective (1993-1994): Continue gathering information for the update. Objective (1994-1999): Prepare and adopt the next update.	The State deadline is December 31, 2000 and the City has review and revised the Housing Element according to the State Law.

V. Housing Goals, Policies and Programs

V. HOUSING GOALS, POLICIES, AND PROGRAMS

Introduction

During the 1980s and early 1990s, the City of Hemet relied primarily on funding from Riverside County, provided through the Housing Authority. Since the early 1990s, the City has achieved substantially greater control over administration of housing programs for two reasons:

- The City became an "entitlement community" under federal law and was eligible to receive Community Development Block Grant funds directly from the federal government and no longer relies on the Riverside County Housing Authority to provide funding under this program.
- The City's redevelopment low/moderate-income housing set-aside fund has grown to the extent that the City can undertake additional housing initiatives and dedicate staff exclusively to administer those initiatives.

Programs that rely on City implementation to achieve the regional goals over the next five years rest not only upon the City, but likewise upon the private sector. If dwelling unit construction continues at the rate it has over the past two years, achievement of housing goals for new construction will not occur. However, if sales and rental value trends continue, housing will be more affordable in the future. Since financing for construction and purchase is one of the primary obstacles to attaining home ownership for low- and some moderate-income households, co-investment and shared equity programs offer a potential means to bridge this gap.

Housing Program Assumptions

Housing Element programs address a range of housing needs and represent a commitment by the City to address those needs in a responsible manner. The programs are designed to build upon one another – no single program should be perceived as the answer for all of the City's needs. The most effective approach will require the creative use of a combination of programs. For example, density

bonuses by themselves may not be enough of an inducement to the developer to provide affordable housing. However, density bonuses combined with reduced land costs or other incentives will produce affordable housing in an economic manner for the developer.

The programs prepared for the Housing Element were based on the following assumptions:

- All means of providing affordable housing in Hemet should be explored, including partnerships with local, private, and nonprofit sectors.
- The housing programs, wherever possible, should complement additional efforts of other City departments.
- Housing programs shall remain somewhat flexible to respond to evolving needs.
- Whenever possible, newly proposed programs should be coordinated with ongoing housing programs.
- Proper administrative implementation is not evaluated on cost effectiveness alone, but on responsiveness, experience, accountability, and local visibility.

Available Resources

As of September 2000, there was approximately \$384,762 in the City's redevelopment housing set-aside fund. For fiscal year 1999, the City made \$565,655 in deposits to the housing fund, and had a fund balance of \$846,979. Based on the trend over the past five years, in which deposits increased moderately (8 percent), the Hemet Redevelopment Agency expects to generate an additional \$2.9 million in housing set-aside funds between 2000 and 2005.

The City also received approximately \$600,000 per year in CDBG funds from the federal government (based on the average of the past five years).

In addition to these funding sources, the City of Hemet plans to use HOME, HOPWA, and Emergency Shelter Grants from the federal government. Other state, federal, and private sources of funding will be used, as appropriate, depending on the program for which the funds will be sought.

Overall Housing Goals

The general goals of the Housing Element are as follows:

- The attainment of decent housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet.
- The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the City.
- The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

Housing Policies and Programs

In order to attain Housing Element goals and objectives, Hemet will utilize all relevant housing programs that are presently available without encumbering local public funds or creating any major administrative costs to the City. The City will also utilize existing development standards that generate units through normal market forces as the primary means of satisfying projected local housing need.

The policies and programs are organized around the following five issues, which are identified by the California Department of Housing and Community Development as important priorities for addressing local housing problems:

- programs for equitable access to housing;
- programs for adequate provision of housing;
- programs to create new housing through adequate sites;

- programs for preserving existing neighborhoods and rehabilitating existing housing stock; and
- programs for maintaining affordable housing costs.

A. Equitable Access to Housing

Policies for Equitable Access to Housing

In order to assure accessibility to decent housing for all, the City of Hemet shall:

1. Promote fair housing practices through the City;
2. Promote a variety of housing types to meet the special needs of persons with disabilities, elderly households, and others who may need assisted living, group home, institutional care, and other alternative residential environments; and
3. Ensure that families with children have equal access to housing through enforcement of anti-discrimination policies and by facilitating the construction of housing to meet the needs of such families.

Programs for Equitable Access to Housing

Program 1: Implement Fair Housing Laws

The City of Hemet will continue to contract with an appropriate agency to investigate discrimination complaints, provide mediation services, monitor lender and real estate industry compliance with fair housing laws, provide public information on fair housing, and provide training on compliance with fair housing laws. At present, the City contracts with IMB for these services.

Responsible Agency: Planning Department, City Manager.

Timeframe: Current and ongoing.

Funding: Housing set-aside funds, CDBG funds.

Program 2: Transitional Housing and Homeless Facilities

The City will continue to allow emergency homeless and transitional shelters through the issuance of conditional use permits. The City will amend the Zoning Code to specify homeless and transitional shelters as separate uses and the zones in which these uses will be permitted.

Responsible Agency: Planning Department.

Timeframe: Amend Zoning Code by December 2003.

Funding: Department Budget.

B. Adequate Provision of Housing

Policies for Adequate Provision of Housing

To ensure adequate provision of housing for all economic segments of the community, the City of Hemet shall:

1. Undertake economically feasible programs, including the use of available governmental and private funding sources, to provide for housing throughout the community to meet the needs of low- and moderate- income households.
2. Encourage the participation and financial commitment of private entities (nonprofit and for-profit) in attaining housing goals.
3. Encourage the provision and continued availability of a range of housing types throughout the community, including mobile homes and rental housing, for all economic segments of the community.
4. Encourage the retention of existing mobile homes and investigate areas for potential new mobile homes in single family residential areas.
5. Facilitate home ownership among low- and moderate-income households, particularly first-time home ownership among younger

households.

Programs for Adequate Provision of Housing

Program 1: First-Time Home buyer Assistance

The City will continue to provide first-time home buyer assistance through:

- Financing through low-interest loans and/or mortgage credit certificate financed through Riverside County mortgage revenue bonds.
- Down payment assistance through deferred payment second mortgages.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Housing set-aside funds, CDBG funds; Home Program funds, County mortgage revenue bonds or tax credit certificates.

Program 2: Participate in Regional Solutions to Housing Issues

Continue to coordinate with the California League of Cities and WRCOG to urge state and federal representatives to increase the visibility and discussion of housing issues.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding Source: Department Budget.

Program 3: Provide Dedicated Staff for Coordination of the City's Housing Programs

Maintain a Housing Coordinator position to oversee the development and maintenance of housing programs and to serve as a liaison with other agencies offering housing programs in Hemet.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Housing set-aside funds; CDBG.

Program 4: Simplify and Expedite Development Review

To assure that the City can accommodate its RHNA regional share of new housing construction need, the City will continue to implement a permit process that:

- Includes concurrent review of multiple permit applications.
- Provide "One-Stop" permit processing with a case manager for each permit application.
- Expedite residential development review consistent with the complexity of the project and planning/environmental issues to be resolved.

The City will annually review its development permit system to assure effective implementation.

Responsible Agency: Planning Department; Public Works Department.

Timeframe: Current and ongoing.

Funding: Development permit fees.

Program 5: Address Flooding Issues

The City will continue to address flooding issues that adversely affect availability of developable sites for housing. Hemet will continue its efforts to solve Salt Creek flooding problems by utilizing redevelopment funds, collecting development impact fees, and requiring implementation of planned flood control improvements in all affected residential projects.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Department Budget.

Program 6: Coordination with Riverside County for Development in the City's Sphere of Influence

The City will continue to coordinate with Riverside

County to review efforts to provide very low-, low-, and moderate- income housing developments in the City's Sphere of Influence. The City will continue to undertake the following actions:

- Review County staff reports on all projects within the City's Sphere of Influence;
- Participate in the County's Integrated Planning Process to ensure coordinated policy implementation; and
- Participate in the Western Riverside Council of Governments to coordinate regional planning issues.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Department budget.

Program 7: Continue to Partner with Riverside County on Mortgage Bond and Certificate Programs

The City will continue to work with Riverside County in issuing mortgage revenue bonds or tax credit certificates to finance housing construction and home purchase for low and moderate income households. Specific actions by the City will include:

- Annual meetings (or more frequent, if needed) with the County to determine the financial feasibility of City participation in new mortgage bond or tax credit certificate allocations;
- Contribution to the cost of applying for an allocation and administering the program based on the City's share or participation in the program; and
- Distribution of information on the program to developers, lenders, the real estate industry, and home buyers.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Developer participation fees, housing set-aside funds, CDBG.

Program 8: Evaluate and Revise the City's Development Permit System

The City will continue to annually evaluate land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare. If appropriate, the City will adjust those procedures to achieve greater efficiency, reduce processing time, and improve customer service while ensuring compliance with City development standards.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Department budget, CDBG.

C. Adequate Housing Sites

Policies for Adequate Housing Sites

To assure the adequate provision of sites for housing, the City of Hemet shall:

1. Locate residential uses in close proximity to commercial and industrial areas and transportation routes to provide convenient access to employment centers.
2. Plan for residential land uses that accommodate anticipated growth of new employment opportunities.
3. Utilize existing Federal and State criteria for identifying and evaluating potential sites for assisted housing.

Programs for Adequate Housing Sites

Program 1: Accommodate City's Regional

Housing Allocation

The City will balance the accommodating additional housing and ensuring quality, in well planned residential growth through a development review process that considers the compatibility with the surrounding neighborhood and the balance between the proposed development and available infrastructure, the current mix of housing available in the City, environmental resources and hazards, and aesthetic considerations.

Responsible Agency: Planning Department; Public Works Department.

Timeframe: Current and ongoing.

Funding: General fund, permit fees.

Program 2: Maintain Inventory of Sites

Maintain an inventory of sites suitable for future residential development, particularly for housing affordable to low- and moderate-income households. While the City cannot anticipate at this time where developer interest for housing may occur, the City will commit to:

- Land assemblages and write-downs
- Subsidized on and off-site improvements
- Subsidy of City development fees
- Flexibility in development standards, e.g., setback and height requirements, parking, etc.

Responsible Agency: Planning Department.

Timeframe: Current and Ongoing.

Funding Source: Department Budget.

Program 3: Identify and Maintain Opportunities for Residential Development on Infill Sites

To encourage housing development on infill sites, the City will undertake the following actions:

1. Conduct an inventory of infill sites with residential development potential that identifies infrastructure and environmental issues to be addressed prior to development. The City will

make this information available to interested nonprofit or for-profit developers.

2. To support the construction of new housing for home ownership and rental units in conformance with concepts and policies included in the General Plan, the City will assemble and prepare such sites for disposition and development if necessary to facilitate the construction of affordable housing for low- or moderate-income households.
3. Continue to implement zoning ordinance provisions for mixed use and mixed density development in commercial zones and transitional areas between single family and multi-family zones.

Responsible Agency: Planning Department.

Timeframe: Conduct infill site study by December 2001; continue to implement zoning code provisions; provide financial assistance in assembling and readying infill sites for development on a case-by-case basis if necessary to facilitate affordable housing development.

Funding: Housing set-aside funds.

Program 4: Public Facilities and Infrastructure to Serve Residential Development

The City will annually review the Capital Improvement Program (CIP) to ensure that facilities and infrastructure needed to implement the Housing Element and meet its RHNA allocation are included in the CIP.

Responsible Agency: Planning Department; Department of Public Works.

Timeframe: Current and ongoing.

Funding: Development fees, department budgets, housing set-aside funds (for infrastructure/facilities that support low- or moderate-income housing).

Program 5: Encourage Minimum Residential Densities in Appropriate Areas

To provide greater affordability in new housing development, the City shall encourage the development of higher density housing (minimum of 25 units per acre) where site configurations permit. The City will also encourage a mix of housing types be developed to address special needs groups in Hemet through the use of both the State Density Bonus Law (Government Code Section 6545915) and local density incentive programs.

The City will continue to distribute a brochure to inform developers of density bonus advantages and work closely with builders to ensure a mixture of housing.

Responsible Agency: Planning Department.

Timeframe: Current and Ongoing.

Funding: Department Budget.

D. Preserve Existing Neighborhoods and Rehabilitate Existing Housing Stock

Policies for Neighborhood/Housing Preservation

In order to preserve housing and neighborhoods, the City of Hemet shall:

1. Encourage the maintenance and repair of existing owner-occupied and rental housing to prevent deterioration in the City in cooperation with Code Enforcement.
2. Encourage the rehabilitation of substandard and deteriorated housing, where feasible in cooperation with Code Enforcement.
3. Where possible, take action to promote the removal and replacement of those substandard units which cannot be rehabilitated in cooperation with Code Enforcement.
4. Provide and maintain an adequate level of community facilities and municipal services in all community areas.
5. Improve and upgrade community facilities and services where necessary and feasible.

Programs for Neighborhood/Housing Preservation

Program 1: Assist in the Maintenance and Rehabilitation of Housing as Part of a Neighborhood Preservation Program

The City will provide grants and loans to assist in housing rehabilitation and emergency home repairs. The City will implement these programs according to guidelines that are reviewed and amended periodically to assure effective implementation. Forms of assistance will include:

- Loans to low-income homeowners.
- Loans or grants to very low-income homeowners.
- Emergency repair grants for elderly and very low-income homeowners (including mobile home owners).
- Mobile home repair loans.
- Loans to rental property owners whose rental units are occupied by very low- or low-income homeowners.

These housing improvement activities will be undertaken as part of a comprehensive neighborhood improvement and preservation efforts that combines community policing, social and supportive services, infrastructure and other public improvements, and code enforcement Activities in targeting neighborhoods with high concentrations of substandard property conditions, crime, and other problems.

Responsible Agency: Planning Department, Public Works Department, Police Department.

Timeframe: Current and ongoing

Funding: Housing set-aside funds. CDBG funds. HOME Owner-Occupant and Rental Rehabilitation Programs funds, other state and federal funds as appropriate.

Program 2: Implement Cooperative Agreements with Other Agencies

The City of Hemet will continue to seek cooperative relationships with other public and private nonprofit organizations to more effectively leverage financial resources and staff capabilities in delivering home repair and housing rehabilitation programs.

Responsible Agency: Planning Department.

Timeframe: Continue existing agreements with the Riverside County Housing Authority; identify one or more nonprofit agencies by December 2001 with organizational and financial capacity to operate home repair and/or housing rehabilitation programs in Hemet.

Funding: Housing set-aside funds.

Program 3: Occupancy Inspections

The City will continue to conduct occupancy inspections, upon request, to residential units or apartment structures when sold for code requirements.

Responsible Agency: Planning Department, Building Department.

Timeframe: Current and ongoing.

Funding: Housing set-aside funds.

Program 4: Use of Tax Exemptions to Encourage Maintenance of Rental Housing

The City will work with the Franchise Tax Board to enforce the provisions of the California Revenue and Tax Code Sections 17299 and 24436.5 which prohibit owners of substandard rental housing from claiming depreciation, amortization, mortgage interest, and property tax deductions on State income tax. The City will annually determine whether any properties within the City warrant enforcement of the provisions of the California Revenue and Tax Code Sections 17299 and 24436.5. If warranted, the City will contact the Franchise Tax Board.

Responsible Agency: Planning Department, Redevelopment Agency.

Timeframe: Annual contact and investigation.

Funding: Department budgets, housing set-aside funds.

Program 5: Improvement of Mobilehome Parks

The City will conduct a study of mobilehome parks to identify conditions, amenities, and issues affecting habitability. Based on this study, the City will develop a strategy for improving substandard mobilehome parks that are feasible to rehabilitate, replacing parks that are infeasible to rehabilitate, and maintaining the condition of parks that are currently in sound condition. The purpose of the study will be to target mobilehome parks with the most serious problems while preventing the deterioration of parks currently in sound condition.

Responsible Agency: Planning Department, Redevelopment Agency.

Timeframe Complete study by December 2002. Recommend program strategy and actions to City Council by June 2003. Adopt mobilehome park improvement program by December 2002.

Funding Department budgets, housing set-aside funds, CDBG, other state funding programs.

E. Maintaining Affordable Housing Costs

Policies to Preserve Affordability

In order to preserve affordability, the City shall promote the continued affordability of all units produced by taking the following actions:

1. Encourage the continued affordability to lower-income households of existing assisted housing units by utilizing public funds for rehabilitation and/or acquisition and management by entities dedicated to maintaining the affordability of these units;

2. Encourage energy efficient housing; and
3. Continue to plan and facilitate the implementation of low and moderate income housing through all relevant federal, state, and county housing assistance programs, as well as local development standards.

Programs to Preserve Affordability

Program 1: Incorporate Energy Efficiency in New and Existing Housing

Through implementation of the energy conservation concepts and strategies contained in the Resource Management Element, incorporate energy efficient features into new and rehabilitated residential units. Specific actions will include:

- Enforcement of state energy conservation standards (Title 24) in new residential construction;
- Implementation of General Plan policies and zoning standards for energy conservation in project design;
- Inclusion of energy efficient home improvements and modifications in the City's home repair and housing rehabilitation programs;
- Coordination with SCE to encourage participation in the Customer Assistance Program for low-income, senior citizens, permanently handicapped, and non-English speaking customers to control their energy use; and
- Distribution of public information on methods of achieving energy conservation in residential design, construction, and rehabilitation.

Responsible Agency: Planning Department.

Timeframe: Current an ongoing.

Funding: Housing set-aside funds, CDBG, development permit fees, state/federal energy conservation programs, private utility energy conservation programs, department budget.

Program 2: Preserve Existing Assisted Rental Housing

The City of Hemet will continue to monitor ownership and management of Villa Hemet to ensure preservation of the rental housing units as affordable housing for low-income elderly households. The property is privately owned, but the owner has no plans to convert the property to market rate residential use.

Should the proposed use of Villa Hemet change, the City will attempt to preserve the affordability of the rental housing by identifying another public or private entity (nonprofit or for-profit) that will continue to operate Villa Hemet as affordable housing for low-income seniors.

If necessary, the City may use redevelopment housing set-aside funds to assist in maintaining affordability, or apply for HOME or other state or federal funding on behalf of a non-profit housing entity to acquire and maintain the affordability of the dwelling units. Acquisition of the units would be more cost-effective than the construction of replacement units.

Responsible Agency: Planning Department.
Timeframe: Current and ongoing.

Funding: Housing set-aside funds. Department budget, state or federal funds (if acquisition and/or rehabilitation is necessary to preserve the rental units).

Program 3: Increase the Availability of Rental Subsidies in Hemet

The City will contact the Riverside County Housing Authority each year to request that additional Section

8 vouchers be made available within the City of Hemet. If necessary, the City will compile data necessary to support this request based on program criteria for the distribution of vouchers.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Housing set-aside funds.

Program 4: Maintaining Affordable Development Fees

Pursuant to the requirements of AB 1600, the City will annually evaluate development impact fees to ensure that such fees are the minimum necessary to cover actual costs; update and implement the General Plan; and to ensure protection of the public health, safety, and welfare.

Responsible Agency: Planning Department.

Timeframe: Annually.

Funding: Department budget, CDBG.

Program 5: Mobile home Rent Review Commission

Pursuant to Ordinance No. 772 establishing the Rent Review Commission, the City will continue to conduct hearings on mobile home rent issues.

Responsible Agency: Planning Department.

Timeframe: Current and ongoing.

Funding: Department budget.

QUANTIFIED OBJECTIVES (2000 - 2005)

Objective	New Construction	Rehabilitation	Conservation
Very Low-Income	250	250	101*
Low-Income	500	150	N/A
Moderate-Income	730	N/A	N/A
Above-Moderate Income	1,096	N/A	N/A

*Villa Hemet

VI. Housing Needs Assessment

VI. HOUSING NEEDS ASSESSMENT

Population Characteristics

The City of Hemet has experienced steady growth over the last 40 years. The largest jump in population (12.9 percent) occurred during the 1960s, when retirees began to settle in the valley. The area continued to grow in the late 1970s and early 1980s due to the affordability of housing in Hemet. During this period, commuters were willing to travel long distances for the opportunity to own a home. As home prices in western Riverside County continued to rise in the early 1980s, growth spilled over into the Hemet/San Jacinto Valley. Since 1970, Hemet's population has increased at a rate approximately twice that of Riverside County.

Due to the changing dynamics of the western Riverside County housing market during the 1980s and 1990s, an increasing percentage of the City's population and housing growth has been associated with younger households and families with children.

Although adults over 60 still comprise the most numerous age group in the City, the number of households in the 34-55 age group is increasing at a faster rate.

The City's population was estimated to be 61,139 as of January 1, 1999 (California Department of Finance). The Western Riverside Council of Governments projects that Hemet will continue to experience growth, but at a rate closer to the regional average, nearly doubling in population to 118,000 by the year 2020. More than 20,000 additional housing units will be required to meet this increase in population (based on projected household size).

Table 3 shows historical and projected population figures for the City of Hemet and Riverside County.

Table 3: Population

Year	City of Hemet			Riverside County		
	Population	Percent of Total County Population	Average Annual Growth	Average Annual Growth Rate	Population	Average Annual Growth Rate
1950	3,386	2.0%			172,250	
1960	5,416	1.8%	203	6%	306,191	8%
1970	12,252	2.7%	684	13%	459,074	5%
1980	22,454	3.4%	1,020	8%	663,166	4%
1989	33,334	3.3%	1,209	5%	1,014,779	6%
1990	36,094	3.1%	2,760	8%	1,170,413	7.5%
1999	61,139	4.1%	2,767	3%	1,473,410	1.7%
2005	75,600	3.8%	1,460	2%	1,976,900	3.4%
2010	90,800	4.0%	1,520	2%	2,265,300	1.5%
2020	118,000	4.2%	2,720	3%	2,816,000	2.4%

Source: City of Hemet

Household Characteristics

As a result of the migration of retirees into Hemet during the 1960s and 1970s, the majority of households consisted of one- or two- persons.

During this time period, 18 percent of households were families with children, and 41 percent were families without children. Non-family households

comprised 41 percent of all households.

A striking feature of the City's demographics at the time of the 1990 U.S. Census was that single older women comprised more households in 1990 than did families with children. One-in-five households consisted of a single female 65 years of age or more.

Among all single-person households, more than one-half were women 65 years of age or more. The 1990 Census also indicated that the average household size in Hemet increased by 5 percent from the 1980 average, from 1.94 to 2.04 persons per household. The California Department of Finance reported an acceleration of this trend, so that by 1999, the average household size in Hemet was

estimated to be 2.23, an increase of 9 percent since 1990. The steady increase in household size supports the theory that the number of families with children is increasing faster than the population as a whole.

Even so, a typical household in Hemet is still much smaller than a typical household in the County. One- and two-person households dominated by retirees still accounted for 79 percent of all households in the City in 1999. Single women over 65 accounted for more households than families with children. This is expected to change over the next decade as a higher percentage of families continue to move to Hemet.

Table 4 provides a comparison of household characteristics from the 1980 and 1990 Censuses.

Table 4: Household and Family Characteristics

Characteristic	1980	1990	1999	% Change 1980-90	% Change 1990-99
Population	22,454	36,094	61,139	61%	69%
Population in Households	22,071	35,517	60,197	61%	69%
Population in Group Quarters	384	577	942	50%	63%
Households	11,395	17,441	26,878	53%	54%
Persons Living Alone		6,258			
Other Non-Family Households		728			
Families	7,292	10,455		43%	
Families with Children		3,198			
Single Parent Families		1,196			
Families Over 65		5,073			
Females Over 65 Living Alone		3,627			
Persons per Household	1.94	2.04	2.23	5%	9%
Persons per Family		2.59			

Sources California Department of Finance; 1980 and 1990 Census.

Age Characteristics

The large number of retirees in Hemet has, historically, raised the median age in the City to a substantially higher level (56.8) than that of the County (31.5). However, as younger households (particularly families with children) began moving into the City between 1980 and 1990, the median age showed a decline of nearly 12 percent. This mirrors the regional trend.

A comparison of 1980 and 1990 U.S. Census data reveals that the fastest growing age groups were 35 to 44 year-olds and 25 to 34 year-olds. Because these age groups include the prime child-bearing years for most families, it is not surprising that the 0 to 5 age group had the third highest growth rate during the same ten-year period.

Only the teenage group had a growth rate substantially below the population as a whole. The number of residents in their teen years increased by

about half the total population growth rate, suggesting that new arrivals to Hemet between 1980 and 1990 did not include a large percentage of families with teenagers.

Given that half of the 1990 Hemet population is over the age of 57, and the City desires to maintain its current stock of senior housing, the need for housing and services directed toward active retirees and the elderly will continue to be strong in the future. The other, younger half of the populace, has a wide age distribution and more diverse demands for housing ranging from apartments to single family rural estates. Services for this group will also need to be diverse; activities for families with pre-teens will have the greatest need in the next five to ten years.

Table 5 shows the age distribution in the City of Hemet in 1990.

Table 5: Age Distribution (1980 and 1990)

Age Distribution	1980		1990		Change 1980-90	% Change 1980-90	% of County (1990)
	Number	Percent	Number	Percent			
0 - 5	1,255	5.6 %	2,565	7.1 %	1,310	104%	1.5 %
6 - 13	1,517	6.8 %	2,448	6.8 %	931	61%	0.0 %
14 - 17	825	3.7 %	1,063	2.9 %	238	29%	0.8 %
18 - 20	648	2.9 %	1,008	2.8 %	360	56%	0.1 %
21 - 24	923	4.1 %	1,517	4.2 %	594	64%	0.1 %
25 - 34	1,976	8.8 %	4,163	11.5 %	2,187	111%	1.3 %
35 - 44	1,269	5.7 %	2,832	7.8 %	1,563	123%	2.1 %
45 - 54	1,251	5.6 %	2,031	5.6 %	780	62%	0.0 %
55 - 64	3,266	14.5 %	3,227	9.2 %	11	0%	5.3 %
65 +	9,524	42.4 %	15,190	42.1 %	5,666	60%	0.3 %
City Median Age	64.2		56.8		7.4	-12%	
County Median Age	36.1		31.5		4.6	-13%	

Sources: California Department of Finance; 1990 Census; Urban Decision Systems, Inc.

Ethnicity

Minority groups represent a small portion of the Hemet population, compared to Riverside County (see Table 6). Persons of Hispanic origin (who may also be represented in other ethnic groups) made up 7.9 percent of the 1980 population, compared to 18.8 percent for the entire County. By 1990, the percentage of those who are of Hispanic origin grew slightly (to 8.2 percent) within the City and substantially (to 26.3 percent) within the County as a whole.

The relatively small proportion of minority residents is related to the historical predominance of Hemet as a retirement community and its location relative to employment in the region. As Hemet becomes more of an age- and employment- balanced community, its ethnic composition will likely change as well, although more slowly.

Table 6: Ethnicity (1980 and 1990)

	1980				1990			
	City	Percent	County	Percent	City	Percent	County	Percent
White	22,027	98.1%	490,144	73.9%	32,802	91.0%	894,767	76.4%
Black	45	0.2%	30,088	4.5%	244	0.7%	63,591	5.4%
Native American ¹	180	0.8%	7,204	1.1%	319	0.9%	11,494	1.0%
Asian, Pacific Islander	135	0.6%	41,591	1.0%	425	1.1%	41,591	3.6%
Other	67	0.3%	4,431	0.7%	2,304	6.3%	158,970	13.6%
Total	22,454	100.0%	573,458	100.0%	36,094	100.0%	1,170,413	100.0%
Hispanic ²	1,774	7.9%	307,514	18.8%	2,969	8.2%	307,514	26.3%

Sources: 1980 and 1990 U.S. Censuses.

¹ Including Native Alaskans and Aleutian Islanders.

² Hispanic includes people who may also have listed themselves in one of the other categories.

Employment Trends

The local economy is primarily based on trade, service, and agriculture. Services are predominately geared to the needs of retired citizens with an above-average retirement income. As the area has grown, the non-retired population and labor force characteristics have changed.

According to the Community Economic Profile for 1989, prepared jointly by the City of Hemet and Riverside County, the collective area of Hemet, San Jacinto, Gilman Hot Springs, and Idyllwild had a total population of 68,437. Of this, the total employment population was 19,945.

Nearly half (46 percent) of the population works in the retail and service sectors. Another 21 percent work in construction and manufacturing. According to an economic study on communities in western Riverside County (Muse Consulting, Inc.), Hemet's labor pool consists of a significantly larger number of older workers than the County, with 31 percent being over the age of 65. Approximately one-third of Hemet's residents that are in the labor pool work at the professional/administrative level.

Most Hemet residents work less than 15 minutes from home (72 percent), the majority of which are

employed within Riverside County (88 percent). These are more favorable statistics than found in the County as a whole.

While the 1990 U.S. Census report on employment by industry is generally consistent with previous labor market reports, the Census findings on commuting patterns are substantially different. The 1990 U.S. Census reported that just under half of the City's working residents commuted 15-minutes or less to work. Census data on commuting are consistent with other census data on population growth that appear to indicate an increase in the proportion of working families with jobs outside the immediate area. The results of previous studies and census reports were influenced by the large percentage of retirees working part-time within the City or adjacent areas.

The California Employment Development Department (EDD) estimated the total labor force in Hemet (as of July 1999) at 14,180, of which 12,810 were employed and 1,370 (9.6 percent) were unemployed. The local unemployment rate was substantially higher than the countywide rate of 6.9 percent.

The Southern California Association of Governments (SCAG) envisions the Hemet-San Jacinto area (RSA 48) as having almost 51,000 jobs in the year 2010, representing long-term average gains of 1,327 jobs per year (Urban Research Associates, 1988).

According to (SCAG), employment is projected to increase 120% by the year 2020. This outpaces the projected population increase of 95 percent during the same period. By contrast, employment for the County is projected to increase by 97 percent.

The California EDD projects that employment regionally will increase by about 23 percent through 2002. The Department identified five business categories that would increase the fastest: manufacturing of chemicals and allied products (77 percent), electronic equipment manufacturing (66 percent), business services (63 percent), entertainment (49 percent), and manufacturing of industrial machinery (43 percent).

One explanation for the higher projected employment growth over population growth is that Hemet has traditionally been a community of retirees and commuters. Most employment has been in businesses serving the local population (retail, services, finance, etc.). The City has a large supply of undeveloped commercial and industrial land, however. As the region grows, Hemet is projected to attract a wider range of regional-serving businesses in addition to local businesses.

Population trends in Hemet and other areas of Riverside County indicate that although Hemet will continue to grow in population it will lose its population supremacy among the subregion's cities soon after the year 2000. The communities of Perris, Sun City-Menifee, Lake Elsinore, Murrieta, and Temecula are projected to grow faster than Hemet, and have better access to the regional freeway system. Thus they will become major economic rivals and can offer the opportunity for a shorter commute distance.

This fact may mean a temporary erosion in Hemet's local employment base as some commercial and industrial firms relocate in areas closer to the I-215 corridor. This trend is expected to continue for the short term, until underutilized and vacant employment generating land uses within the City are developed.

Another factor that should be considered in analyzing local employment trends is Hemet's unique demographic profile. Because Hemet is largely a retirement community dominated by "empty-nesters" and retirees, a large proportion of the local population does not participate in the area labor force.

This unique family/age mix has a direct bearing on the local business sector and service related employment. Older couples with no children at home and persons who live alone tend to spend more money on discretionary items such as eating out, travel, and other leisure pursuits. This group also tends to spend far less on clothing, food, and home furnishings than do younger families.

Tables 7 and 8 provide historical and projected labor market information for the Hemet and Riverside County areas.

The anticipated population growth in the Hemet area and possible changes in the current age distribution will impact the economic structure of Hemet and its trade area. Neighboring cities have been marketing their communities as favorable locations for the types of businesses that contribute to their tax base (such as auto malls), and that will provide jobs for their residents (such as manufacturing and supplies to the construction industry).

The operation and maintenance of services associated with future population growth will require additional City and County funds. The City (in conjunction with the County) may seek to balance future expenditures with potential future revenues. The impact and contribution to the local economy of particular employers and industries can be predicted and measured. These industries must be considered carefully with respect to their contributions and potential costs, such as air, water, or noise pollution.

The amount and location of vacant land in Hemet represents a valuable local resource that can be incorporated into long-range plans for the distribution of industrial and commercial activity within the study area. Containment of industrial areas and visual separation from rural or residential uses would be consistent with identified community desires.

The concept and promotion of commercial and/or industrial "nodes" or "clusters" has been successful in other growing communities. This directed development helps to prevent incompatible land uses. It also provides consumer services in the heart of residential communities, reducing driving time, and congestion on major community arteries.

Table 7: Employment Profile
(Hemet, San Jacinto, Gilman Hot Springs and Idyllwild Study Areas)

Type	1989 Economic Profile		1990 Census (Hemet Only)	
	No. of Employees	Percent of Total	No. of Employees	Percent of Total
Services ¹	5,441	27%	3,169	33%
Retail Trade	3,784	19%	2,157	22%
Manufacturing	2,386	12%	1,137	12%
Construction	1,903	10%	1,317	14%
Finance, Insurance, and Real Estate	1,809	9%	614	6%
Government ¹	1,603	8%	224	2%
Transportation, Communication, and Utilities	1,355	6%	406	4%
Agriculture and Forestry	1,123	5%	409	4%
Wholesale Trade	541	3%	271	3%
Total	19,945	100%	9,704	100%

Sources City of Hemet/Riverside County Economic Profile, 1989; 1990 U.S. Census.

¹ 1990 Census data for Hemet only: Services category includes services provided by public agencies, government category includes other public agency employment.

Table 8: Employment Projections

	2000	2005	2010	2015	2020
City of Hemet	19,200	25,200	31,200	36,200	42,200
County of Riverside	515,700	629,900	747,100	848,500	960,800

Sources: California Employment Development Department, Riverside County Industry Employment Projections, 1995-2002; SCAG, Regional Transportation Plan Growth Forecast, 1998.

Seasonal Residents

A portion of the population consists of seasonal residents. The 1990 U.S. Census indicates that 4.8 percent of Hemet's households were for seasonal or recreational use. This indicates that approximately 849 households, or 1,732 persons, consider the City of Hemet a seasonal residence.

A recent study by Urban Research Associates estimated that seasonal residents using Hemet's recreational vehicle parks increase the population by approximately 19 percent between November and April.

A 1986 survey of the recreational vehicle visitors opinions and habits provided an alternate and higher estimate of 6,280 trailers each year, which could bring the winter visitor count to 9,700 people.

This "temporary" population must be considered when estimating the number of persons per job. Depending on the time of year, nearly one third of the City's population may be misrepresented when attempting to apply the concept of jobs/housing to the City. Table 9 summarizes the results of that report.

Table 9: Seasonal Resident Profile

Seasonal Residents Profile	Number	Percent
Trailers in Winter Months	6,280	
Persons per Trailer	1.55	
People in Winter Months	9,730	
Men	6,003	61.7%
Women	3,727	38.3%
All Trailers for four Winter Months	626	
Source: 1986 "Survey of Winter RV Visitors" by Stan Christian. 626 responses represented approximately 10 percent of the intended population and the combined characteristics of 602 men and 373 women.		

VII. Housing and Household Characteristics

VII. HOUSING AND HOUSEHOLD CHARACTERISTICS

Existing Housing Types

According to the 1990 U.S. Census the City of Hemet contained 19,692 housing units. Of these units, approximately 43.5 percent were single family units, 26 percent were multi-family units, and 30 percent represented mobile homes. The percentage of single family units within the City is less than what is found in Riverside County.

The California Department of Finance reported 30,391 housing units in Hemet as of January 1, 1999, of which the majority were still single family homes. During the early 1990s there was a 43 percent increase in the number of single-family dwellings and a 32 percent increase in the number of multi-family dwellings. The years following 1995 saw a significant drop in the growth rate of single-family (8 percent increase) and multi-family (4 percent increase) units, but a significant rise in mobile home installations (47 percent increase).

This difference in the composition of the housing stock between Hemet and the region is partly due to a high concentration of mobile and manufactured

housing (approximately 30 percent of the ~~totals~~) within the City. The high proportion of seniors within Hemet is largely responsible for the high percentage of mobile homes.

Single family housing is located in all parts of the City, representing the largest residential land use. The major mobile home parks and recreational vehicle parks in Hemet are located generally west of State Street; multi-family units are typically grouped in clusters along the Florida Avenue corridor close to retail and transportation services.

The larger General Plan Study area includes other concentrations of mobile homes in the unincorporated areas east of the city limits. This area, bounded by the San Jacinto River, Ramona Expressway, and Florida Avenue, is mainly comprised of age-restricted developments.

Table 10 compares the composition of the City and County housing stock in 1990 and 1999.

Table 10: Housing Types

	Hemet			Riverside County		
	1990	1999	% Increase	1990	1999	% Increase
Housing Units	19,692	30,391	54%	483,847	569,287	18%
Single Family	8,574	13,345	56%	312,967	384,287	23%
Detached	7,069	11,726	66%	274,685	344,415	25%
Attached	1,505	1,619	8%	38,282	39,872	4%
Multifamily	5,073	6,966	37%	91,222	107,130	18%
2 to 4	1,655	2,161	31%	25,758	27,463	7%
5 +	3,418	4,805	41%	65,464	79,667	22%
Mobile Homes	6,045	10,080	67%	74,317	77,870	5%
Persons per Household	2.04	2.24		2.85	3.05	
Vacancy Rate	12%	12%		20%	17%	

Sources 1990 U.S. Census; California Department of Finance.

VIII. HOUSING PRICE AND AFFORDABILITY

Housing Prices

Hemet is generally perceived as a preferred retirement community, with a range of housing types available at reasonable prices. "Reasonable" to a retiree means a predictable housing payment within a fixed-income budget. For this reason, mobile homes, smaller single-family homes, and attached housing have been popular in Hemet and comprise the majority of the housing stock.

The 1990 U.S. Census reported a median housing unit value of \$90,700 for single-family dwellings. The median value by the late 1990s, based on over 600 existing home sales between July 1998 and June 1999, was about \$81,000. This median included town homes and condominiums. The Median price for existing single-family homes was approximately \$90,000. New homes sale for considerably more than existing home. The median value of new single-family homes for sale between 1999 and 2000 was approximately \$250,000.

The increase in home values since 1990 is due to the rebound of property values during the mid- and late-1990s (from recessionary levels earlier in the decade and a trend toward larger, more expensive new homes. Many of the new homes constructed during the latter part of the 1990s were larger, more expensive homes oriented toward working families. This contrasts with the smaller, less expensive homes preferred by retirees.

Housing prices depend on a number of factors including age, construction, condition, location, and demand. Current average prices in the Hemet-San Jacinto area were estimated using year-to-date

averages supplied by the Board of Realtors and local listings.

The housing types in the shortest supply were newer two- and three-bedroom homes, as well as four or more bedroom homes of any age. Although housing costs have increased, Hemet still offers lower cost housing than most cities in Southern California. The ratio of median housing price to median income was about (4.5) as Countywide (4.2) in 1990. The relatively lower cost of new homes has attracted a growing proportion of families to the City.

Lower land and development costs in Hemet have attracted many developers from Orange, San Diego, and Los Angeles counties, while the relatively low cost of housing has attracted retirees and families from a broad area.

Table 11 lists price ranges of homes sold in 1998 and 1999. Table 12 indicates housing unit values as reported by the 1990 U.S. Census. Table 13 shows the number of sales reported for new and previously owned homes in 1999 at various price ranges. The 1990 U.S. Census indicates that housing values in Hemet generally were between \$50,000 and \$124,000. Most homes (60 percent) had values of \$100,000 or less. By comparison, the countywide distribution of home values was much broader, generally between \$50,000 and \$200,000. Over 60 percent of the homes had values between \$75,000 and \$175,000.

Table 11: Price Ranges of Homes Sold, July 1998 – June 1999

	Price Range	Number	Price Range	Number
	Single Family		Townhouse/Condominium	
2 Bedroom	\$28,000- \$60,000	516	\$30,000- \$77,500	25
3 Bedroom	\$40,000- \$110,000	473	\$50,000- \$82,000	3
4 Bedroom	\$60,000-\$369,500	163		

Table 12: Hemet and Riverside County Housing Unit Values (1990)

	Hemet	Riverside County
Housing Unit Value	Number of Homes	Number of Homes
Less than \$50,000	201	4,315
\$50,000 - \$74,999	1,349	15,206
\$75,000 - \$99,999	1,897	30,091
\$100,000 - \$124,999	1,041	31,783
\$125,000 - \$149,999	601	36,745
\$150,000 - \$174,999	189	26,069
\$175,000 - \$199,999	87	17,133
\$200,000 - \$249,999	66	18,858
\$250,000 - \$299,999	20	10,032
\$300,000 +	29	13,227
Median	\$90,700	\$138,800

RENTAL RATES

As with housing prices, rents tend to be lower in Hemet than the county as a whole. Because mobile home parks comprise such a large percentage of the City's housing stock, rents for mobile home spaces are a substantial proportion of the City's "rental" market.

According to the 1990 U.S. Census, the median contract rent (including utilities) was \$435 in Hemet and \$502 in Riverside County. Most rents (61 percent) were in the range of \$350 to \$600 in

1999 ranged from \$200 to \$800. Most rents were in the \$400 to \$600 range, depending on the number of bedrooms. Rents for single family homes and townhouses ranged from \$200 to \$900, with most renting between \$500 and \$800. The median apartment rent is about \$500, and median rent for a house or townhome is about \$550. Rents in Hemet have risen much more modestly than housing prices between 1990 and 1999, less than 3 percent annually.

Overall, mobile home spaces cost less to rent than apartment units. A rent survey conducted by the

City's Rent Review Commission March 2000, found an average rent range between \$200-\$400 (rent and utilities), while no rents in the City were found to be under \$200 or over \$400 when utilities were included.

As a result of a ballot initiative approved by the voters of Hemet in 1979, the City Council adopted Ordinance No. 772, which established a Rent Review Commission to conduct hearings on mobile home rent issues in the City. On the submission of a petition by more than 50 percent of the tenants of a mobile home park, the Rent Review Commission is mandated to

conduct a hearing on a proposed rent or service charge adjustment. Based upon evidence presented at the hearing, the Commission may reduce, increase, or leave as is, the rent or service charge for park space occupancy.

Table 14 compares rents in the City of Hemet and Riverside County in 1990. Table 15 contains the results of a 1999 City rental survey. Table 16 shows the results of the City's 2000 mobile home space rent survey.

Table 13: Housing Prices (July 1999)

Housing Type	Under \$50K	\$50K - \$74K	\$75K - \$99K	\$100K - \$149K	\$150K - \$199K	\$200K - \$249K	\$250K - \$299K	\$300K or more	Total
New Home ¹									
2 bedroom				4	3	0	0	0	7
3 bedroom +				1	24	21	4	14	64
Total				5	30	21	4	14	71
Existing Home ¹									
1- 2 bedroom	4	0	0	3	4	1	2	2	16
3 bedroom +	1	3	3	76	26	25	13	23	170
Total	5	3	3	79	30	26	15	25	186
Mobile Home	7	2							9
Total - All	12	5	3	84	57	47	19	39	266

Table 14: City and County Rents (1990)

Rent	Hemet	Riverside County
Less than \$150	167	4.241
\$150 - \$199	224	3.258
\$200 - \$249	267	3.989
\$250 - \$299	284	5.153
\$300 - \$349	683	7.590
\$350 - \$399	829	10.786
\$400 - \$499	1,871	26.264
\$500 - \$599	1,090	24.659
\$600 - \$699	368	17.507
\$700 or more	497	20.100
Median	\$435	\$502

Source 1990 U.S. Census.

Table 15: 1999 Rents

Complex Name	Type	# Units	Rent Range	Complex Name	Type	# Units	Rent Range
Amberwood Villas Apartments	Family Market Rate	180	\$400-\$600	Kirby Garden Apartments	Family Market Rate		
Casa De Paz Apartments	Family Market Rate			Latham Park Townhomes	Family Market Rate	22	\$400-\$600
Catalina Gardens Apartments	Senior 55+ Market Rate	30	\$400-\$600	Menlo East Apartments	Family Affordable	14	\$200-\$400 \$400-\$600
Columbia Villas Apartments	Family Market Rate	22	\$400-\$600	Monte Vista Apartments	Family Market Rate		
Courtyard Apartments	Family Market Rate	25	\$200-\$400 \$400-\$600	Mountain View Townhomes	Family Market Rate	56	\$400-\$600
Cozy Trailer Court & Apartments	Senior 55+ Market Rate	5		Oak Terrace Sr. Apartments	Senior 55+ Market Rate	320	
Devonshire Apartments	Family Market Rate	276	\$400-\$600	Palm Breeze Apartments	Family Market Rate	48	
Echo Creek Apartments	Family Market Rate	33	\$400-\$600	Palm Court Apartments	Family Market Rate	200	\$400-\$600
				Paradise Apartments	Family Affordable	18	\$200-\$400
Fairway View Townhomes	Family Market Rate	16	\$400-\$600	Park Columbia Apartments	Family Market Rate	152	\$200-\$400
Franklin Terrace Apartments	Family Market Rate	60	\$400-\$600	Park Place Apartments	Family Affordable	65	\$400-\$600 \$600-\$800
Green Tree Park Apartments	Family Market Rate	147	\$400-\$600	Park Yale Senior Apartments	Senior 55+ Market Rate	44	\$400-\$600
Harvard Apartments	Family Market Rate			Riverdell Apartments	Family Market Rate	96	\$400-\$600
Hemet Estates	Family Affordable	80	\$200-\$400	Royal Garden Apartments	Senior 55+ Affordable	137	\$200-\$400 \$400-\$600
Hemet Meadows	Family Market Rate	138	\$600-\$800	Shadow Canyon	Family Market Rate	200	
Hillside Park Apartments	Senior 55+ Market Rate	177	\$200-\$400 400-\$600	Tibbetts Apartments	Family Market Rate		\$400-\$600
Italian Garden Apartments	Family Market Rate	12	\$200-\$400	Villa Capri Apartments	Family Market Rate	30	\$400-\$600
Villa Capri Apartments	Family Market Rate	30	\$400-\$600	Villa Hemet Apartments	Senior 55+ Affordable	101	\$400-\$600
Villa De Colina Apartments	Family Market Rate	54		Village Meadows Apartments	Family Affordable	68	\$200-\$400 \$400-\$600
Vista Garden Apartments	Family Affordable	140	30% of income	Village Square Townhomes	Family Market Rate	47	\$200-\$400

Source: City of Hemet.

Table 16: Mobile home Park Space Rents

Park Name	Type	# of Units	Rent Range	Park Name	Type	# of Units	Rent Range
Villa Del Sol M.H. Estates	Seniors	197	\$200-\$400	Hemet Valley R.V. Park	Seniors	95	\$200-\$400
Casa Del Sol R.V. Resort	Family	356	\$22/day \$130/week \$300/month	Colonial Country Club	Seniors	550	\$200-\$400
Cozy Trailer Park	Family	35	\$165/month + utilities	Mountain Valley R.V. Park	Family	171	\$200-\$400
Golden Village Palms	Seniors	1,019	\$200-\$400	Sun Ray R.V. Park	Adults	20	\$200-\$400
Santa Rosa M.H. Estates	Family	337	\$200-\$400	Echo Hills Estates	Seniors	97	\$200-\$400
Casa Del Ray West Estates	Seniors	267	\$200-\$400	Eden Roc Mobile Villas	Seniors	120	\$200-\$400
Eden Roc Mobile Villas North	Seniors	109	\$200-\$400	Foothills of Hemet	Seniors	157	\$200-\$400
Golden Coach Manor	Seniors	171	\$200-\$400	Heather Estates M.H. Park	Seniors	180	\$200-\$400
Hemet Valley Mobile Estates	Seniors	125	\$200-\$400	Hemet West Mobile Estates	Seniors	771	\$200-\$400
Jackson M.H. Park	Family	93	\$200-\$400	Sunburst M.H. Park	Seniors	146	\$200-\$400
London Spires Estates	Seniors	165	\$200-\$400	Villa Del Sol M.H. Estates	Seniors	197	\$200-\$400
Mobile Hacienda M.H. Park	Seniors	58	\$200-\$400	Palm Villa M.H. Park	Seniors	107	\$200-\$400
The Park Estates	Family	108	\$200-\$400	Rolling Homes Mobile Park	Family	115	\$200-\$400
Village Green M.H. Park	Seniors	72	\$200-\$400	Saddleback M.H. Estates	Seniors	239	\$200-\$400
Royal Holiday Estates	Seniors	181-MH 17-RV	\$200-\$400	The Californian M.H. Park	Seniors	100	\$200-\$400 (93 own/ 7 rent)
The Americana M.H. Park #2	Family	303	N/A	The Americana R.V. Park #1	Seniors	116	N/A
Mirage Estates M.H. Park	Seniors	160	N/A	Town and Country Trailer Park	All	36	N/A

Park Name	Type	# of Units	Rent Range	Park Name	Type	# of Units	Rent Range
Sunrise M.H. Park	Family	45	N/A	Juniper Terrace M.H. Park	Seniors	92	N/A
Sierra Dawn Estates North	Seniors	335	Own	Whispering Palms	Seniors	35	Own
Sierra Dawn Estates South	Seniors	1,474	Own	Mountain Shadows R.V. Park	Seniors	526	Own
Seven Hills M.H. Estates	Seniors	368	Own	Eastlake M.H. Park	Seniors	198	Own

Source: City of Hemet.

Year	2011	2012	2013	2014	2015	2016	2017	2018
Population	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Income	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Expenditure	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Surplus	0	0	0	0	0	0	0	0
Deficit	0	0	0	0	0	0	0	0
Balance	0	0	0	0	0	0	0	0
Assets	0	0	0	0	0	0	0	0
Liabilities	0	0	0	0	0	0	0	0
Equity	0	0	0	0	0	0	0	0

IX. Income and Affordability

IX. INCOME AND AFFORDABILITY

Household Income

The median household income in Hemet in 1989 (\$20,382) was 39 percent lower than in Riverside County (\$33,081). Because of the large number of retirees in the City, Hemet has a greater percentage of low-income households, a lower per-capita income, and a higher poverty rate than the County. Table 17 shows that the percentage of Hemet households earning less than 50 percent of the Riverside County median household income was nearly twice that of the county as a whole.

Although incomes are lower in Hemet, income levels are not uniform among all age groups. In general, retirees have the greatest percentage of low-income households, but the lowest poverty rates. Over one-third of retirees were very low-income at the time of the 1990 U.S. Census. About 60 percent of retirees earned less than 80 percent of the countywide median income. By contrast, 40 percent of households between 35 and 54 years of age were low-income, about the same percentage for all Riverside County households (see Table 18).

Even as older households had lower income levels, they also had lower rates of poverty than younger households. Retirees generally have guaranteed incomes through Social Security and pensions that keeps their income levels above the poverty rate. These incomes are not so high as to raise most retirees to a moderate or above-moderate level of income, however. By contrast, non-retired households have no such guarantees. Poverty rates for the young, particularly single parents with children, are typically double or triple those for the elderly.

The 1990 U.S. Census reported that the poverty rate for all persons under 55 was about 20 percent, while only 8 percent for persons 55 and older. Even among retirees, however, poverty rates vary. The Census reported that persons age 55 to 64 had a higher poverty rate (10 percent) than persons aged 65 to 74 (6 percent). The poverty rate rises after age 75 to 9 percent.

One explanation is that persons over 75 may have retired with fewer income-earning assets and with lower Social Security and pension incomes.

Between 1990 and 1999, the countywide median income has risen about 43 percent, to \$47,200, according to HUD. A low-income household, according to the current HUD estimate, is one earning between \$26,450 (for a single-person household) to \$49,850 (for an eight-person household). The low-income level for all households is approximately \$37,760.

Table 17 shows the income levels estimated by HUD for households of one to eight persons. These estimates are not actual surveys of income (as in a Census count), but projections of income using a variety of data sources. The income levels are used by most public and private agencies to qualify households for participation in housing and community development programs that are limited to low- and/or moderate-income households.

Table 17: Household Income

Household Income, 1989	City of Hemet		Riverside County	
	Number of Households	Percent	Number of Households	Percent
Extremely Low Income (0-30% of County Median)	3,488	20%	49,022	12%
Very Low Income (31-50% of County Median)	4,011	23%	44,745	11%
Low-Income (51-80% of County Median)	3,314	19%	65,918	16%
Moderate Income (81-120% of County Median)	3,663	21%	78,719	20%
Above Moderate Income (120% + of County Median)	2,965	17%	164,382	41%
Total Households	17,441	100%	402,786	100%
Median Income	\$20,382		\$33,081	
Per Capita Income	\$12,270		\$14,510	
Per Capital Income (1996)	-----		\$19,950	
Percent in Poverty	14%		11%	

Sources: 1990 U.S. Census, California Department of Finance.

Table 18: Income Distribution by Age Group

Income Category	Under 35	35-54	55 - 64	65 - 75	75+
Very Low Income (0-50% of County Median Income)	25%	20%	37%	35%	34%
Low Income (51-80% of County Median Income)	27%	20%	16%	29%	24%
Moderate Income (81-120% of County Median Income)	28%	23%	22%	22%	14%

Source: 1990 U.S. Census.

Table 19: 1999 Income Levels for Riverside County ¹

Household Income	Number of Persons in Household							
	1	2	3	4	5	6	7	8
Very Low	\$16,500	\$18,900	\$21,250	\$23,600	\$25,500	\$27,400	\$29,250	\$31,150
Low	\$26,450	\$30,200	\$34,000	\$37,750	\$40,800	\$43,800	\$46,800	\$49,850
Median	\$33,050	\$37,750	\$42,500	\$47,200	\$51,000	\$54,750	\$58,550	\$62,300
Moderate	\$39,650	\$45,300	\$51,000	\$56,650	\$61,200	\$65,700	\$70,250	\$74,800

Source: U. S. Department of Housing and Urban Development.

¹ Income levels are used for determining eligibility for various state programs.

Affordability of Housing

An important factor in determining existing housing need is the affordability of housing. One measure of housing affordability is the percentage of a household's gross income that is needed to meet monthly mortgage payments. A generally accepted criterion is that housing payments should not exceed 30 percent of gross income.

There is an inverse relationship between income and the percentage of income spent for housing. Low-income households generally pay a higher percentage of their income for housing than high-income households. In addition, renters, particularly among the lowest income ranges, tend to pay a higher percentage of their income for housing than owners.

The households that pay more than 30 percent of their income on housing are identified as those that have an existing need for affordable shelter. This figure does not include lower income households who do not pay an inordinate share of their income for shelter, nor does it include homeless people or those who live in overcrowded and substandard housing.

Table 20 shows the percentage of income devoted to housing expenses in 1990 for homeowners and renters in Hemet.

According to the 1990 U.S. Census, about 38 percent of very low-income homeowners, 30 percent of low-income homeowners, and 25 percent of moderate-income homeowners paid 30 percent or more for housing expenses. While these percentages are substantial, particularly for very low-income homeowners, the percentage of renters overpaying for housing was much greater. Nearly 80 percent of very low-income renters, 71 percent of low-income renters, and 28 percent of moderate-income renters paid 30 percent or more for housing; (see Table 20).

Although rental rates in Hemet have not risen as quickly as incomes countywide (26 percent versus 43 percent), housing prices have increased at more than twice the rate of income growth. This means that a larger percentage of residents countywide can afford housing in Hemet, but a smaller percentage of households can afford to purchase a home. The one exception to this trend would be retired households with large cash down payments from sales of a previous home and other accumulated assets. Many of the City's retirees have substantial personal assets. *(Note: This statistic is not as relevant for current analysis of household wealth as many retirees have substantial investments in non-savings assets).*

Table 20: Housing Costs as a Percentage of Household Income (1990)

Homeowners	< 20 %	20-24 %	25-29 %	30-34 %	35 % +	Not Computed
Very Low Income	30%	13%	8%	3%	35%	10%
Low Income	61%	5%	4%	7%	23%	0%
Moderate Income	60%	9%	6%	9%	16%	0%
Above Moderate Income	66%	17%	10%	6%	1%	0%
Renters						
Very Low Income	0%	2%	9%	4%	75%	10%
Low Income	9%	6%	12%	13%	58%	2%
Moderate Income	20%	24%	27%	16%	12%	1%
Above Moderate Income	73%	13%	5%	4%	2%	3%

Source: 1990 Census.

Table 21: Maximum Affordable Housing Expense

Maximum Monthly Rental Expense ¹						
Household Income	Number of Persons in Household					
	1	2	3	4	5	6
Very Low	\$413	\$473	\$531	\$590	\$638	\$685
Low	\$661	\$755	\$850	\$944	\$1,020	\$1,095
Moderate	\$991	\$1,133	\$1,275	\$1,416	\$1,530	\$1,643
Maximum Housing Price ²						
Household Income	Number of Persons in Household					
	1	2	3	4	5	6
Very Low	\$49,265	\$56,430	\$63,447	\$70,464	\$76,137	\$86,580
Low	\$80,289	\$91,672	\$103,207	\$114,590	\$123,848	\$132,955
Moderate	\$125,289	\$143,144	\$161,154	\$179,007	\$193,385	\$207,605

Source: U.S. Department of Housing and Urban Development and L.A. Times Mortgage Calculator

¹ Rent plus utilities² Based on the following assumptions:

a) 3% down payment for Very Low Income, 5% down payment for Low Income and 10% down payment for Moderate Income.

b) 30-year mortgage at 8%, no points

c) Mortgage payment, property taxes, homeowner's insurance and utilities are no more than 30% of gross monthly income

X. Housing Occupancy

X. HOUSING OCCUPANCY

Vacancy Rate

The vacancy rate within Hemet has fluctuated between 9 percent and 13 percent since 1980. In 1990, the vacancy rate was 11 percent, compared to a countywide rate of 17 percent. Hemet's vacancy rate in 1990 was comparable to that of Banning (10.1 percent) and Corona (8.9 percent), nearby Riverside County communities.

Part of the reason for the high vacancy rate in both the City and County is the large percentage of seasonal homes. In Hemet, nearly one of four vacant homes was a seasonal unit at the time of the 1990 Census. The City accommodates over 6,000 seasonal visitors during the winter months. Throughout the County, 43 percent of all vacant homes recorded by the Census were seasonal homes.

If seasonal homes, boarded up homes, and other vacant homes that are not available for occupancy are eliminated from the total inventory of vacant housing, the vacancy rate for available homes in Hemet would be reduced by nearly half, to about 7 percent in 1990. The 1990 vacancy rate for rental housing was about 8 percent, and for-sale housing was about 6.4 percent. Based on historical and current vacancy data, housing availability does not appear to be a problem in Hemet.

Owner/Renter Status

Hemet has about the same ratio of owner-occupants relative to the entire County (Table 22). It has traditionally been a community of retirees and a location for second homes. The recent influx of young families looking for affordable housing will help to maintain the existing owner-occupied ratio. If economic development efforts in the City attract more low-income working families to the City, however, Hemet may need to accommodate additional rental housing to meet the financial needs of many of these households. It is unlikely that many lower-income households (primarily those earning less than 50 percent of the median income in Hemet) could afford to purchase homes.

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According to the 1990 Census (see Table 18), over half (52 percent) of Hemet's households under the age of 35 are very low- or low-income, while over one-quarter (28 percent) are moderate-income. This age group represents the primary first-time home buyer population. Most home buyers who are financially able purchase homes by their mid-30s. For a family of four in the year 2000, a very low-income was defined as up to \$24,000 per year, low-income up to \$38,000 per year, and moderate-income up to \$57,000 per year.

At these income levels, a very low- or low-income household could afford to purchase a home in the \$70,000 to \$115,000 range (maximum cost). A moderate-income household could afford to purchase a home in the \$115,000 to \$179,000 range. The least expensive new homes in Hemet sold in the mid- to upper-\$100,000 range in 1999 and 2000. However, as shown in Tables 11 and 13, Hemet has a large number of existing homes that sell in the \$60,000 to \$150,000 range and would be affordable to lower- and moderate-income households.

The major obstacles to home purchase, particularly for very low- and low-income households, are financing costs and down payments, which few households in these income groups have accumulated for home purchase. Because most households in this age group have not owned homes previously, and do not have large accumulated savings to provide a significant down payment for home purchase, the purchase of a home becomes very difficult for younger households without financial assistance such as below market-rate financing and/or down payment assistance.

Overcrowding

Overcrowding is a measure of the ability of existing housing to adequately accommodate residents. One way for larger households to reduce housing cost is to occupy smaller homes. In many cities, this has resulted in extreme overcrowding and a subsequent deterioration of the quality of life within a community.

This issue can be substantiated by comparing the 1980 and 1990 U.S. Census on overcrowding (Table 23). When these numbers are compared over the last ten years, overcrowding of units, especially rental units, has increased substantially in both percentage and number.

The standard used to determine overcrowding is 1.0 persons per room. Housing with an occupancy of 1.0 to 1.5 persons per room is considered slightly overcrowded, and 1.6 per room or more is designated as severely overcrowded.

Mobile Homes

City records show 10,573 mobile homes in 40 parks, ranging in size from 19 to 1,473 spaces. Most of the mobile home spaces (89 percent) are located in parks restricted by age to persons 55 years and older. About three-fourths of the spaces are rental spaces and the remaining one-fourth are owner-occupied spaces. Table 24 shows the number of spaces by mobile home park.

Recreation Vehicle Spaces

Hemet has 1,386 recreational vehicle (RV) spaces in six parks, of which 522 are owner-occupied spaces. These parks provide seasonal accommodations for winter residents and are not part of the year-round housing stock (see Table 24).

Table 22: Housing Tenure

	City of Hemet			Riverside County		
	Number	Percent of Total Units	Percent of Occupied Units	Number	Percent of Total Units	Percent of Occupied Units
Total Housing Units	19,692			483,847		
Total Occup./Units	17,397	88.3		402,067	83	
Owner Occupied	10,844	55.0	62.3	270,876	56	67.4
Renter Occupied	6,553	33.3	37.7	131,191	27.0	32.6
Vacant	2,295	11.6		81,780	17.0	
Sources: 1990 U.S Census; California Dept. of Finance.						

Table 23: Housing Overcrowding - 1980-1990 Comparisons

Unit Type	Persons Per Room	1980		1990	
		Number	Percent	Number	Percent
Owner Occupied	1.00 or less	7,925	98.86	10,655	98.27
	1.01 - 1.50	60	.76	110	1.02
	1.51 or more	31	.38	79	.71
Total Owner Occupied		8,016		10,844	
Renter Occupied	1.00 or less	3,231	95.62	5,897	89.99
	1.01 - 1.50	96	2.84	321	4.90
	1.51 or more	52	1.54	335	5.11
Total Renter Occupied		3,379		6,553	
Total Occupied Units		11,395		17,397	
Source: 1980 and 1990 Census.					

Table 24: Mobile Home Parks in Hemet

Park Name	Owner Spaces	Renter Spaces	- Age-Restricted (55+)
The Americana M.H. Park 1 & 2 (Annexed 1998)	89	223	No
The Californian M. H. Park (Annexed 1998)		159	No
Casa Del Ray West Estates (Annexed 1990)		275	Yes
Casa Del Ray M.H. Estates (Annexed 1990)		125	Yes
Colonial Country Club (Annexed 1996)		550	Yes
Cozy Trailer Park		35	Yes
Devonshire Downs M. H. Park		182	Yes
Eastlake M. H. Park	203		Yes
Echo Hills Estates		97	Yes
Eden Roc Mobile Villas		169	Yes
Eden Roc Mobile Villas North		122	Yes
El Rancho M. H. Park		161	Yes
Foothills of Hemet (Annexed 1998)		253	No
Golden Coach Manor		171	Yes
Golden Village M. H. Park		1,041	Yes
Heather Estates M. H. Park (Annexed 1998)		300	No
Hemet Valley Mobile Estates		125	Yes
Hemet West M. H. Park (Annexed 1996)		760	Yes
Jackson M. H. Park		93	Yes
Juniper Terrace M. H. Park		91	Yes
Lincoln Park	41		No
London Spires Estates		165	Yes
Mobile Hacienda M. H. Park		61	Yes
Palm Villa Mobile Lodge		106	Yes
The Park Estates (Annexed 1991)		108	No
Rolling Homes Mobile Park		115	Yes
Royal Holiday M.H. Park (Annexed 1996)		19	Yes
Saddleback M. H. Estates		227	Yes
Santa Rosa M. H. Estates		367	Yes
Seven Hills M. H. Estates	309		Yes
Sierra Dawn Estates North	330		Yes
Sierra Dawn Estates South	1,473	1,473	Yes
Sunburst M. H. Park		148	Yes
Sun Ray M. H. Park		33	No
Sunrise M. H. Park (Annexed 1991)		45	Yes
Town & Country M. H. Park (Annexed 1998)		36	No
Villa Del Sol M. H. Estates	197		Yes
Village Green M. H. Park		72	Yes
Whispering Palms, Ltd.	130		Yes
TOTAL	2,772 (26%)	7,801 (74%)	
Total Age-Restricted			9,420 (89%)
Total Not Restricted			1,153 (11%)

Source: City of Hemet City of Hemet Mobilehome Park May 1999.

Table 25: Recreational Vehicle Spaces

Park Name	Spaces
The Americana R.V. Park #1 (Annexed 1998)	126
The Americana R.V. Park #2 (Annexed 1998)	115
Casa Del Sol R.V. Park	358
Hemet Valley R.V. Park	95
Mountain Shadows R.V. Park	522
Mountain Valley R.V. Park	170
Total	1,386

Source: City of Hemet Mobilehome and RV Parks List May 1999.

XI. Housing Conditions

XI. HOUSING CONDITIONS

The condition of existing housing has an impact on the overall perceived quality of particular neighborhoods or housing tracts, and can significantly affect the resale of existing housing units. The most common measures of these conditions are the number of units considered to be substandard or unsound. A housing unit is defined as deteriorated if one or more of the following conditions exist:

- Lack of electrical services
- Lack of plumbing facilities
- Lack of heating, cooling, or insulation
- Lack of kitchen or bathroom facilities
- Lack of maintenance (leaky roof, broken windows, etc.)

The 1990 U.S. Census indicates that only 0.2 percent of the housing units in the City lack complete plumbing, and 1 percent of the City's housing units lack complete kitchen facilities.

In 1995, the Hemet Building Department surveyed the condition of housing throughout the City. Five categories were utilized to describe housing conditions, and are defined as follows:

- Very good: Recent construction
- Good: No visible exterior defects or signs of decay.
- Marginal: Generally sound, but in need of minor repair to correct deficiencies such as patched, loose, or missing roof material; cracking or peeling paint; broken or missing windows or screens; broken, weathered, or worn wood trim or siding; missing steps or porches; or loose or worn wiring.
- In Need of Rehabilitation: Contains minor or major structural deficiencies such as loose protective surface, settled porch or roof,

weakened structure, or inadequate building foundation.

- In Need of Demolition: Requires excessive repairs that make it more economically feasible to replace than to rehabilitate.

The survey conducted by the Building Department yielded the following conclusions:

In the central portion of the City, west of San Jacinto Street, approximately 20 to 30 percent of the housing is in good condition, 35 to 40 percent is in marginal condition, 30 to 35 percent is in need of rehabilitation, and 2 to 5 percent needs to be demolished.

In the eastern portion of the City, south of Devonshire Avenue, 60 percent of the housing is in very good condition, 20 percent is in good condition, 10 percent is in marginal condition, and 10 percent is in need of rehabilitation.

In the northeastern portion of the City, bounded by Devonshire Avenue to the south and San Jacinto Street to the west, 10 percent of the housing is in very good condition, 70 percent is in good condition, and 20 percent is in marginal condition or needs rehabilitation.

In the north central portion of the City, roughly north of Devonshire Avenue and east of Sanderson Avenue, 13 percent of the housing is in very good condition, 55 percent is in good condition, 10 percent is marginal, 20 percent is in need of rehabilitation, and 2 percent of the housing stock is in need of demolition.

In the south central portion of the City, roughly south of Acacia Avenue to approximately one mile south of Stetson Avenue, east of Lyon Avenue and west of San Jacinto Street, 80 percent of the housing is in good condition, 15 percent is in marginal condition, and 5 percent is in need of rehabilitation.

In the southernmost portion of the City, which includes Diamond Valley, 100 percent of the housing is estimated to be in good condition.

West of Lyon Avenue and south of the railroad tracks. 50 percent of the housing is in very good condition. 45 percent is in good condition, and five percent is in marginal condition.

North of the railroad tracks, south of Florida Avenue. 10 percent of the housing is in very good condition. 75 percent is in good condition. 10 percent is in marginal condition, and 5 percent is in need of rehabilitation.

Lastly, the most westerly portion of the City, north of Devonshire Avenue, is agricultural land and the housing is estimated to be in good condition.

Overall, about 3 percent of the housing stock within the City is in need of demolition. The greatest number of units needing rehabilitation appear in transition areas, where single family areas are giving way to multi-family or commercial uses. With a significant increase in the population projected for the rest of the century, the projected demand to recycle and rehabilitate sub-standard units would appear to be cost effective.

As commercial activities locate along Florida Avenue or existing businesses are renovated, pressures to upgrade existing buildings, and infill structures adjacent to commercial zones will become evident. Convenience-type shopping or service establishments will lead to the need for small commercial areas surrounding neighborhoods, while regional-serving economies will promote the development of support or external economies (e.g., escrow offices locating near real estate offices). Not only Florida Avenue, but State Street and San Jacinto Avenue also have a diversity of economic activities where a range of external changes may occur.

An update of the housing conditions survey was conducted in the summer of 1999 and focused on several neighborhoods with approximately 10,000 housing units (about 25 percent of the City's housing stock) containing concentrations of older homes. The survey did NOT include mobile home parks, which would add significantly to the total number of homes in need of rehabilitation.

The 1999 survey used a similar, but somewhat more detailed, categorization of homes in need of repair compared to the 1995 survey. The survey definitions were:

Excellent: A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and rooflines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.

Sound: A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.

Minor Rehabilitation: A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component.

Moderate Rehabilitation: A dwelling unit that requires multiple repairs and the replacement of a major component.

Substantial Rehabilitation: A dwelling unit that requires the repair or replacement of all exterior components.

Dilapidated: A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation. May not be feasible to rehabilitate.

Of those homes needing repairs (about 15 percent of the number of housing units surveyed), the 1999 survey found that 60 percent of the units needed minor rehabilitation, 36 percent needed moderate rehabilitation, and only 4 percent needed substantial rehabilitation or replacement.

Table 26 shows the results of the housing conditions survey. Nearly 400 multifamily dwelling units, mostly rentals, need rehabilitation. Another 700 single-family homes and two-unit properties need rehabilitation or replacement. Approximately 400 additional homes need deferred maintenance (painting, patching, or replacement of windows or doors). If left unattended, deferred maintenance will create a need for rehabilitation within the near future. Not shown in Table 26 are dwelling units that did not appear to have deferred maintenance or rehabilitation needs.

The estimated need for owner-occupant rehabilitation assistance is approximately 420 dwelling units, assuming that 60 percent of these

dwellings are owner-occupied.

Table 26: 1999 Housing Condition Survey

Qualitative Rating	Single Family	2 Units	3 + Units	Total	Percent
Sound, In Need of Maintenance*	247	48	178	473	32%
Minor Rehab	226	58	127	411	28%
Moderate Rehab	350	40	143	533	36%
Substantial Rehab	20	0	10	30	2%
Dilapidated	7	0	0	7	< 1%
Total	850	146	458	1,454	100%

Source: Parsons, 1999 Housing Condition Survey

*Homes that needed painting, replacement of doors or windows, or roof patching, but did not score 10 points or higher.

XII. Special Housing Needs

XII. SPECIAL HOUSING NEEDS

Special housing needs relate to people who, as a population group, have unique physical, social, or financial needs that affect housing availability and affordability. For the City of Hemet, special needs groups include elderly households, handicapped, female-headed households, large family households, the homeless and farm workers. In many cases, the most recent and accurate count of the population comes from the 1990 U.S. Census.

Elderly Headed Households

By virtue of their age, nearly half the residents of Hemet are considered to be a special group. While indicators of need appear to be subjective, the elderly embody a particular lifestyle exemplified by changes in living arrangements that are frequently involuntary and unwelcome. These changes can include the death of a spouse, impairments in functional abilities, and retirement. Hemet is unique in that it is a city to which senior citizens have come by choice to live out their later years. Camaraderie with other elderly persons, a slower paced life, and proximity to recreational facilities, hospitals, churches, and senior facilities are important locational considerations.

Although many elderly persons are independent and find retirement enjoyable, others find difficulty in living for either physical or emotional reasons. Some become dependent due to disabilities and economic deprivation and they must seek institutional care, assistance in the home, or special forms of community support. For all of the elderly, however, there is a central need for the addition of a broad range of service delivery systems to direct housing supply that can address the constraints of dependent elderly and the preferences of the active senior citizens.

A combination of physical, social, and income-supporting services are vital to a full housing program for the elderly.

Older adults, primarily those 65 years of age or more who are retired, generally have two distinct housing needs that sets this group apart from the population at

large.

Because incomes tend to be lower for older adults, many retirees do not have the financial capacity to maintain or repair their homes. They may be "house rich" and "income poor." Elderly households who rent may not be able to afford housing cost increases.

As retirees age, their physical abilities and needs change. The home that may have served them well for decades may no longer be suited to their physical and financial needs.

The 1990 U.S. Census shows that Hemet's population included 15,190 persons 65 years and older, or 42.1 percent of the total population. Of this, 10,044 or 57.7 percent of the households are headed by a person 65 years or older. Most of these elderly headed households survive on a fixed income consisting of social security and possibly a pension. Therefore, elderly headed households are in need of predictable and affordable housing payments, as well as close proximity to shopping, services, community facilities, and public transit.

A study prepared in 1999 for the Riverside County Transportation Commission ("Analysis of Specialized Transit Services in Western Riverside County, California") estimated that in 1998, the population age 65 years or more equaled 24,181, a 60 percent increase since 1990. The report calculated that seniors represented 21 percent of the City's total population. The report projects that by 2003, the senior population will increase another 17 percent, to 28,185.

Of the total population reported by the 1990 U.S. Census to be 65 years of age or more, nearly one-in-four had mobility or self-care limitations that could require special housing accommodations. Modifications of homes to permit greater accessibility can range from the installation of special door handles to full handicapped accessibility (ramps, new doorjamb, new cabinets and countertops, bathroom modifications, special sinks, etc.). Lower-income seniors may not be able to afford costly modifications to permit greater mobility.

Self care limitations can range from mild to severe, creating a need for part-time to full-time living assistance. In the mildest cases, seniors can continue to live independently with in-home help or in a senior housing environment. In the most extreme cases, individuals will need round-the-clock medical and life-care assistance, either in the home or in an institutional setting.

The City provides and maintains adequate public services for seniors. Major medical facilities are available within a 20-minute driving radius for most Hemet residents. The Riverside Transit Agency (RTA) maintains routes that connect major medical

and shopping areas, and a Dial-A-Ride service that links with the three local routes and provides round-trip service at reasonable rates within the City.

In addition, there are current congregate care and nursing home facilities in Hemet that can accommodate special needs due to self-care limitations.

Table 27 shows the number and percentages of seniors who reported mobility and/or self-care limitations in 1990.

Table 27: Mobility and Self Care Limitations/Work Disability Status (1990)

Mobility/Self-Care Status	Number	Percent
65-74 Year Olds		
Mobility Limitation	229	3%
Self-Care Limitation	245	3%
Mobility & Self-Care Limitation	150	2%
75+ Year Olds		
Mobility Limitation	722	30%
Self-Care Limitation	204	9%
Mobility & Self-Care Limitation	595	25%
Male 16 to 64 years old (with a work disability)	1,110	
In labor force	512	
Not in Labor force	616	
Prevented from working	542	
Female 16 to 64 years old (with a work disability)	1,089	
In labor force	324	
Not in labor force	765	
Prevented from working	638	

Source: 1990 Census.

Persons with Disabilities (Non-Elderly)

A substantial percentage of the City's residents have physical conditions that affect their ability to live independently in a conventional residential environment. These individuals have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance. Individuals with such disabilities can have a number of special

needs that distinguish them from the population at large:

- Individuals with mobility difficulties (such as those confined to wheelchairs) may require special accommodations or modifications to their homes to allow for continued independent living. Such modifications are often called "handicapped access"

- Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services, ranging from congregate to convalescent care. Support services can include medical therapy, daily living assistance, congregate dining, and related services;
- Individuals with developmental disabilities and other physical and mental conditions that prevent them from functioning independently may require assisted care or group home environments; and
- Individuals with disabilities may require financial assistance to meet their housing needs because a higher percentage are low-income than the population at large and their special housing needs are often more costly than conventional housing.

The housing needs of persons with disabilities are generally related to affordability and access. The incomes of this group may be limited, assuming they are able to live independently. Whether or not a handicapped person chooses to live alone, physical access is a major consideration in housing choice. Depending on the disability, this may include access to fixtures within the house, such as light switches and bathtubs. Many of the requirements of the handicapped may also apply to some portion of the elderly population, who often suffer from lack of mobility.

Large Family Households

The 1990 U.S. Census indicates that 5 percent of family households in Hemet had five or more members, as compared to 15 percent of family households in the County. Large family households are characterized as a special needs group because they require a greater number of rooms per dwelling unit to avoid overcrowding.

A steady decline in household size from 1970 to 1980 indicated an increase in one and two person households and a decrease in larger families. Since 1980, the average household size has increased with the large number of new single family homes that are

being built. In 1990, three percent of all owner-occupied housing units had five or more persons.

Most large families are renters, primarily because they are lower-income and cannot afford to purchase a home. As a group, large families have a higher incidence of overcrowding because it is more difficult to secure rental housing of adequate size to meet a large family's needs. According to the 1990 U.S. Census, 309 homeowners (3 percent) consisted of large families, whereas 582 renters (9 percent) were large families.

Female-Headed Households

Women head approximately 5,295, or 30 percent of Hemet's households. This is 13 percent higher than in Riverside County. In Hemet, most female-headed households are either single women over 65 years of age or single mothers. Female-headed families are often characterized by young females with low income levels, large families, overcrowding, and lower home ownership rates. Significant portions of their income are spent on housing, consequently, female-headed families often need housing assistance, affordable housing, social services (such as child care facilities), housing located close to employment, areas for children to play, and public transportation. As a group, single women with children have the highest poverty rate, about 37 percent according to the 1990 U.S. Census. This extraordinarily high rate compares to 22 percent for all families with children, 14 percent for all Hemet residents, and about 8 percent for seniors.

Although Hemet has a slightly lower percentage of these households than the County (5.2 percent versus 6.7 percent), it still indicates a need for local child-care facilities and some special provisions for lower income households.

Minority Households

The City does not presently contain a substantial minority population, although the minority population has increased slightly over the past decade. Minority families historically have faced a multitude of housing problems, including those of low income, low home-ownership rates, large family size, overcrowding of housing units, and substandard

housing conditions.

Farmworkers

The County of Riverside is considered to have a large population of farm workers. Hemet, unlike Riverside County, had only 41 migrant workers and 387 workers in farming, forestry, and fishing occupations, according to the 1990 U.S. Census. Although small, it should be recognized that this group does exist, and with the desire of land owners within the eastern portion of the General Plan Study Area to retain agricultural operations as long as is economically feasible, it will be important for the City and County to recognize the special problems that these households face in obtaining housing.

By the nature of their work, farmworkers tend to have very low-incomes. Most tend to be from families with children. The most pressing housing need for this group, therefore, is for affordable family housing.

For migrant farmworkers, the most important housing need is for affordable seasonal accommodations during the harvest season. The 1990 Census reported only three migrant housing units in the City. It is likely that other migrant workers use motel rooms, boarding houses, accessory dwelling units, mobilehomes, and vehicles and other informal means to obtain seasonal shelter.

The types of structures that would typically house seasonal farmworkers are permitted in single-family (accessory dwellings) multifamily residential, mobile home park, and commercial zones.

Emergency Shelters and the Homeless

An estimate of the number of homeless individuals or families in Hemet on a given day is difficult to obtain. Statistics on the homeless are difficult to compile because they may seek assistance in Hemet one week, and in another city the next.

The 1990 Census found no "visible" people living on the streets and 48 individuals in homeless shelters. The Census counts are not generally accepted as an accurate reflection of homelessness. Because the

homeless move frequently and are not always visible on the street, it is difficult to get an accurate count. The current number of homeless is estimated by homeless service providers to be between 200 and 250.

The primary provider of homeless services in Hemet is Valley Restart. The non-profit organization has a shelter, a Drop-In Center, and three homes and an apartment complex for transitional housing. The Valley Restart Shelter can accommodate 44 single adults and 33 family members. The Drop-In Center, open daily, provides laundry facilities, showers, telephones, and clothing. The drop-in center is used mostly by those staying at the shelter. The average wait for transitional housing is two to three months. The three homes offer 21 beds to single adults, with the average stay approximately six months. The apartment complex, known as New Beginnings, has 14 units for families. The average stay at New Beginnings is 18 months.

Valley Restart perceives the need for additional facilities as low. Those coming to the shelter for assistance are usually helped immediately, and the wait for the transitional housing is short. During the winter months emergency shelter is provided at various community churches.

The Valley Restart Shelter in Hemet is a non-profit organization created in March 1989 in an effort to provide basic services to the homeless. From November 15 to February 15, and on any night during the year that the temperature drops below 40 degrees, shelter is provided at various community churches in the Hemet area. Valley Restart provides meals to over 70 people per day, as well as emergency assistance in the form of showers, laundry, clothing, telephones, limited financial assistance, and jobs, at the Drop-In Center.

In addition, "Shelter for the Homeless" operates a transitional shelter for homeless families in the City. The shelter is a fourplex located in the central portion of the City. Each family is assigned one unit, and may stay up to six months.

Since its opening in 1992, five families have permanently moved into the surrounding community.

In providing additional shelters in the City, Shelter for the Homeless focuses on single family homes to serve as transitional homeless shelters. Shelter for the Homeless simply buys the home(s) and sends a letter informing the City of their intention. For this reason, specific sites for homeless shelters are not identified. This is one step toward meeting the needs of the homeless in the Hemet area, but as the number of homeless increase, additional facilities will be needed to maintain present service levels.

Reasons attributed to homelessness range from loss

of jobs or family members, to mental disorders and substance abuse, (together comprising 70 percent of those seeking assistance) and the inability to meet housing payments (particularly for the elderly on fixed, low incomes).

Homelessness is not a short-term individual problem that can be solved merely by providing shelter. The City can share in the regional burden and put policies in place that avoid aggravating the problem of homelessness by adopting policies and programs that seek to address the causes of homelessness.

Table 28: Summary of Available Resources for Special Needs Households

Social Service	Agency	Responsibility
Child Protective Services	Riverside County Department of Public Social Services	Helps abused children referred by hospital and school personnel.
Child Care Services	Riverside County Department of Public Social Services	Assists with funding for parental childcare.
Coordinated Child Care Services	Riverside County Office of Education	Referral service, subsidized childcare, and food programs.
James Simpson Memorial Center	City of Hemet	Outreach programs and referral services.
Senior Nutrition Program	Riverside County Office on Aging	Congregate and home delivered meals.
Library Literacy Program	City of Hemet	Tutorial programs.
Senior Citizen Health Screening	Riverside County Health Department	Health testing services for the elderly.
Phone Alert League	Riverside County Office on Aging	Volunteer supported daily phone contact for senior citizens.
Utility Assistance Referral	Riverside County Office on Aging	Referral information.
Ombudsman Program	Riverside County Office on Aging	Provides advocacy for people in residential care and nursing facilities.
Access Program	Riverside County Office on Aging	Provides access to community services for senior citizens.
Senior Home Repair Program	Riverside County Office on Aging	Provides non-cosmetic minor home repair for senior citizens.
Senior Employment Program	Riverside County Office on Aging	Helps senior citizens to re-enter the work force.
Adult Protective Services	Riverside County Department of Public Social Services	Protects seniors from financial exploitation and physical and mental abuse.
In-home Supportive Services	Riverside County Department of Public Social Services	Provides services to help recipients remain in their home.
Adult Day Care	Non-profit program serving Hemet and San Jacinto	Cares for frail and elderly seniors who are recovering from stroke, or dementia related difficulties.

Social Service	Agency	Responsibility
Second Harvest Food Bank	Non-profit Organization	Provides surplus food to other non-profit organizations, needy residents and seniors age 60+.
Hemet Health Center	Riverside County Health Department	Provides a variety of health services, primarily for women and children.
Community Pantry	Non-profit organization	Provides food to needy families.
Salvation Army	Non-profit organization	Food and Thrift Store.
Aid to Families with Dependent Children	Riverside County Department of Public Social Services	Provides aid to needy families.
Food Vouchers	Hemet Police Department	Provide food vouchers to homeless families.
Pentecostal Holiness Church	Non-profit organization	Provides food
Prime of Life Church	Non-profit organization	Provides food
Hemet 4-Square Church	Non-profit organization	Provides food
United Methodists	Non-profit organization	Provides food and clothes
7 th Day Adventist	Non-profit organization	Provides food and clothes
Valley Restart Shelter	Non-profit organization	Emergency shelter; supportive services
Phoenix House	Non-profit organization	Provides shelter, transitional housing and supportive services for persons with mental disabilities
Our House	Non-profit organization	Provides temporary shelter and transitional housing for women and children
River Recovery Resource	Non-profit organization	Groups homes for persons with substance abuse problems
Our Lady of the Valley	Non-profit organization	Provides food and clothes
Source: Riverside County Department of Public Social Services.		

Phoenix House and River Recovery Resource are two programs for alcoholics and addicts. The Phoenix Home has a 14 day crisis intervention (between hospital and home placement), for "dual diagnosis" (mental health plus addictions) patients. This facility is located in two house, one for six females and one for six males. Other facilities include bungalows for 18-20 persons and transitional housing for 80 persons in scattered locations.

Phoenix House also has the "Casa Program," for 8-12 highly functional people in one duplex, illnesses range from psychotropic diagnosis to slightly depressed.

River Recovery Resource is a series of group homes

for alcoholics and addicts. "Mens First Step House," consists of four houses on one property, including detox housing, that accommodate 3 residents for 3-7 days and up to 12 residents 60 days.

"Our House" is another series of housing, this is licenced for 30 persons, women and children and includes nine houses on one property.

First-Time Home Buyers

Lower-income households, and even many moderate-income households, face increasing difficulties in affording home ownership. This affordability problem disproportionately affects younger households that do not have sufficient savings for down payments and closing costs. For

these reason. the City considers low- and moderate-income first-time home buyers a special needs group.

At the time of the 1990 Census, 56 percent of householders age 35 and under (which represents the primary age group for first-time home buyers) had incomes of 80 percent or less of the Riverside County median income. Only 20 percent of these younger householders were home owners, compared to 62 percent of all households. Even among householders in their mid-30s to mid-40s, only 36 percent were home owners in 1990. This low rate of home ownership among younger households compared to 77 percent for householders aged 55 and over.

The primary barriers to home ownership by younger, low-income households are housing costs, interest rates, and down payment requirements. Even among some moderate-income households, down payments may present a barrier to housing affordability.

According to the Goal B, Policy 5 of the Housing Element, the City seeks to facilitate and increase the rate of home ownership among low- and moderate-income households, particularly younger households.

Regional "Fair Share" Housing Need

Hemet's "fair share" housing need is estimated by the Western Riverside Council of Governments. The City of Hemet's additional projected housing need through 2005 is 3,321 units. Of that amount, 1,495 units (45 percent) should be affordable to low- and very low- income groups. Table 29 contains a breakdown of housing need by income group and the affordable monthly housing payment for each income level.

The amount a person/family pays for housing should be no more than 30 percent of its annual income. The housing need is divided into four income groups: very low (less than 50 percent of the median income), low (50 percent to 80 percent of the median income), moderate (80 percent to 120 percent of the median income), and above moderate (more than 120 percent of the median income). Table 29 summarizes the City's regional fair share.

Table 29: Hemet Regional Fair Share

	Very Low	Low	Moderate	Above Moderate	Total
Units	930	565	730	1,096	3,321
Monthly Payment ¹	\$590	\$944	\$1,416	> \$1,416	
Home Price	\$80,500	\$128,400	\$192,576	> \$192,576	

Source: WRCG. Regional Housing Needs Assessment, 1999.

¹ Based on a County median income of \$47,200.

Affordable Units at Risk

Over the last 30 years, various housing subsidy programs designed to make rental housing more affordable have included requirements establishing rent levels that are affordable by the low- and very low- income population. Federal, state and local programs include: Farmers Home Administration (FMHA) Section 515; Federal Housing Administration (FHA) Sections 236 and 221(d)(3) below market interest rate loans; and HUD Section 8 new construction and substantial rehabilitation programs. Each program had a limit on the length of time that the rent limitations were to be imposed, depending upon the nature of the subsidy. Federal and State mortgage revenue bond regulations also imposed a requirement that a certain percentage of the units be rented at affordable levels, and these requirements also had limitations on the number of years they would be in effect.

Over the last few years, the earliest of these rent limitations have begun to expire, and a number of these units are being converted to market rate. This problem, which may result from an early payoff of the loans, or merely an "opting out" of the Section 8 contracts, has had significant impact in communities where it has occurred.

The elimination of rent level restrictions has become particularly attractive over the last two or three years as several independent causes come together. The original owners of many low rent projects were attracted to them because of rapid depreciation that

created extraordinary tax shelter benefits. Many of the benefits have expired, and the Tax Reform Act of 1986 has also changed the tax consequences of owning residential income property. In addition, many projects were resyndicated after 1981 to take advantage of changes in tax legislation at that time. Most of those resyndications were accomplished through short-term financing with deferred second loans to be paid off upon the expiration of the rent restrictions. In addition, the pressures of growth and the limited availability of rental units have compounded the problem by creating a higher demand for market rate rental units.

State housing element law requires cities and counties to identify, analyze, and propose programs to preserve housing units that are currently restricted to low income housing use, and that are "at risk" of losing their restrictions and possibly being converted to market rate.

Low-income housing units in the City of Hemet that received assistance through federal, state, and/or local programs were examined, including HUD programs; state and local bond programs; redevelopment programs; and local in-lieu fees, inclusionary, density bonus, or direct assistance programs.. The inventory covered all units that might be eligible to change to non-low income housing uses due to termination of subsidy contracts, mortgage prepayment, or expiring use restrictions. The inventory was compiled through interviews with

City staff, the County Housing Authority, and HUD, and by review of the "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation).

A review of federal, state, county, and city records revealed only one assisted rental housing development with the potential to convert to market rate housing between 2000 and 2010: Villa Hemet. Table 30 provides a summary of the characteristics of that development. The owner of Villa Hemet was contacted to determine the status of the project. The

City confirmed that the owner has opted to participate in the Section 8 program for another five years. Nevertheless, this project remains at-risk of conversion because it is owned for a private, profit-motivated owner. The cost of acquiring and preserving Villa Hemet is estimated to be \$5.5 million (about \$55,000 per unit) based on two recently multifamily properties (source: Loop Net, Inc.). The cost for replacing Villa Hemet is estimated to be \$7 million (approximately \$70,000 per unit) based on development costs reported in the non-governmental constraints section of the Housing Element.

**Table 30: Inventory of Low Income Rental Units
Subject to Termination of Federal Mortgage and/Rent Subsidies**

Villa Hemet 550 No. Santa Fe Hemet, CA 92343	
Owner	Villa Hemet Apts. Lmtd., 315 S. Beverly Drive, Suite 506, Beverly Hills, CA 90212
Type of Program/Subsidy	Section 8 Loan Management Set-Aside (LMSA)
Type	Elderly/Handicapped
Total Units	101
Assisted Units	
Prepayment Date	N/A
Opt-out Date	8/31/2000
Source: HUD Database	

Vacant Land

Approximately 6,538 acres are available for residential uses in the City of Hemet (see Table 30). Most of the remaining vacant land suitable for residential development is within large Specific Plan areas, such as Page Ranch, Heartland, and McSweeney Ranch.

Major Planned Developments

The following five specific plans that are either approved or proposed at this time:

Heartland Village, comprised of 683 acres on the northwest corner of California Avenue and Florida Avenue, was approved for a self-contained

retirement village with a mix of attached and detached single-family dwellings and some larger homes. A parcel map that includes a golf course has also been filed.

City Sponsored Specific Plan, the 853-acre Specific Plan, located between Warren, California, Devonshire and Florida Avenues, establishes a road system that connects Devonshire Avenue to California Avenue. One subdivision has been approved in this area for a mixed-use, single-family development with predominantly 7,000 square foot lots and some five-to ten-acre lots.

Stony Mountain, and additional acres that are likely to be developed by Dan Murray, Inc. encompasses a 450-acre area extending from Warren east to Cawston, and from Rose north to Esplanade, and establishes the City's new northern boundary. The Stony Mountain development will include 425 housing units, and the Dan Murray development is planned to include a golf course and housing with density of three to five units per acre.

Page Ranch, a 1,210-acre area on the southwest corner of Stetson and Sanderson Avenues, was approved in 1980 to develop 5,400 dwellings. Parcels of land in this area are currently being sold to smaller developers and the result is a highly mixed residential area with some commercial lots. The project was less than 20 percent developed as of January 1993.

Indian Hills is a 263-acre development that falls between the flood control channel to the north and

Ferraro Road, if extended to the south, Lyon Street, to the east, and Kirby Street to the west. It includes approved plans for 1,540 dwellings. Construction had not begun as of January 1993.

McSweeney Ranch lies between Lyon and State Streets, south of Chambers to Ferraro Road, and encompasses 780 acres that are zoned agricultural. The plan proposes the development of 3,900 dwelling units and a golf course. Metropolitan Water District has purchased the site for inclusion in the Domenigoni reservoir improvements. (*McSweeney Farms East*, on the southeast corner of Gibbel and State Street, is presently not within the City corporate boundaries, but may be annexed into the City within the next five years. This proposed development encompasses 629 acres and includes plans for 2,492 dwellings.

Table 31: Inventory of Undeveloped Land

Zoning Designations	(A) Zoned Land	(B) Page Ranch	(C) McSweeney Ranch	(D) Southeast Hemet	(E) Heartland Area	(F) Other Undeveloped Land	(G) Total Acres
Low Density (1 DU/Acre)	0	0	0	1,128.92	73.61		1,202.72
Low Density (2 DU/Acre)	0	0	0	0	533.3		533.3
Single Family	244.45	992	412.75	0	88.04	278.82	2,016.09
Two-Family	59.16	129	103.19	0		69.7	361.05
Multi-Family & Sr. Single Family	260.66	121	96.8	0		65.38	543.64
Commercial	385.5	49	39.23	67.4	47.06	26.48	614.67
Industrial	309.55	91	0	0		0	400.55
Other							
Res.-Agricultural	2.82						2.82
Church	10.8						10.8
Open Space-Rec.	19.98	130	103.97	190.77	85.05	70.25	600.02
Public Schools		30	24.02	44.08	19.65	16.21	133.96
Open Space-Preserve		108					108
Corporation Yard		10					10
Total	1,292.92	1,660	780	1,431.17	846.91	526.64	6,537.64

Source: City of Hemet Planning Department, 1989.

- Note:
1. Column (A) represents undeveloped land currently zoned for a specific use.
 2. Column (D) represents the area south of the McSweeney Ranch development, currently zoned as agriculture.
 3. Column (F) represents remaining undeveloped land throughout the City zoned as either agriculture or Specific Plan.

Buildout Potential

The buildout potential of the existing vacant land is 29,450.96 housing units (see Table 32). This significantly exceeds the 3,319 additional units projected to be the City's need in the next five years. However, existing infrastructure and municipal facilities may be overwhelmed by future growth

without improvements, enlargement, or the development of new facilities.

However, as long as the City maintains its policy of coordinating land development with the carrying capacity of available facilities and services, shortfalls can be identified in advance and appropriate steps can be taken to provide needed facilities.

In addition, this Element will be consistent with the Hemet General Plan and the Public Facilities and Services Element and other General Plan elements which contain policies mandating the provision of adequate facilities and services prior to development.

The projected dwelling unit capacity estimated in Table 32 is based on actual development densities of projects recently approved by the City. These actual

densities are within density ranges of the various residential land use categories shown in Table 33. The two-family category shown in Table 32 corresponds with the R-II (R-2 zoning) shown in Table 33 and the multifamily with the R-III category (R-3 zone). Based on these actual development densities of 12 to 25 dwelling units per acre for R-2 and R-3 sites, the City has determined that sufficient land exists at feasible densities for the development of housing at all income levels (see non-governmental constraints section for information on land and development costs).

Table 32: Projected Holding Capacity

Proposed Land Use	Undeveloped Acres	Units Per Acres ¹	Total Units	Residents Per Unit ²	Potential Population
Low Density (1 DU/Acre)	1,202.72	1.00	1,202.72	2.22	2,670.00
Low Density (2 DU/Acre)	533.30	2.00	1,066.61	2.22	2,368.00
Single Family	2,016.09	4.50	9,072.38	2.22	20,141.00
Two-Family	361.06	12.50	4,513.24	2.07	9,342.00
Multi-Family	543.84	25.00	13,596.00	1.88	25,560.00
Senior Apartments ³	0.00	0.00	0.00	0.00	0.00
Commercial (RP, C1, C2, CM)	614.67	0.00	0.00	---	0.00
Industrial	400.55	0.00	0.00	---	0.00
Other (Schools, Parks)	865.60				
Total	6,537.84		29,450.96		60,081.00

Source: City of Hemet Planning Department.

Notes:

1. Number of units per acre estimated by Planning Department and is based on actual development projects approved by City.
2. Number of residents per unit based on 1980 U.S. Census data and California Department of Finance population and housing estimates (January 1989).
3. SR-3 zones (Senior Apartments) in the City have been developed; however, Senior Apartments may be constructed under the existing General Plan land use designations R-1, R-2, R-3, R-4, R

Constraints to Development

In planning for the development, maintenance, and improvement of housing, constraints to housing development must be identified. Many of these constraints cannot be mitigated by local government, particularly those related to the condition of the national economy, but others can be minimized in order to facilitate the provision of housing.

When analyzing development constraints, it is important to distinguish between legitimate requirements needed to protect public health and safety, needed environmental impact mitigation, and

constraints that are excessive and unreasonable. The City, while encouraging the development of new housing, is also concerned about the living environment that is created, as well as the impacts that such new housing will have on the community's natural and manmade environments.

Governmental Constraints

State Housing Element Guidelines require that the Housing Element address public actions which might constrain the maintenance, improvement, or development of housing. In the past, the major constraints imposed by government are decreasing federal and state commitment to housing programs.

conflicting local responsibilities; development standards; and land use controls, fees, and processing time. The City has attempted to address local constraints through expedited and simplified development permit processes and objective standards for new construction that allow for a wide range of densities and housing unit types while ensuring that minimum quality standards are met.

Federal and State Commitments: The emphasis placed by the federal and state governments on housing policies and funding has traditionally shifted with changing administrations and priorities. However, there was a clear trend during the 1980s and early 1990s to de-emphasize federal and state housing programs. Federal, and particularly state, budget surpluses during the late 1990s permitted Congress and the Legislature to appropriate additional funding for affordable housing programs.

Even with an increased level of funding, however, the primary financial responsibility for addressing affordable housing needs still rests with local governments.

Conflicting Responsibilities of Local Government: The mandate that local governments provide housing for all economic segments of the community is but one of many, often conflicting, responsibilities. In addition to dealing with issues of affordable housing, cities must also provide municipal services and facilities, protect the natural environment, ensure a high quality of development, address the concerns of City residents, and promote local employment and sales tax-generating uses. These responsibilities must be met in an era of increasingly tight budgets.

As a result of state laws related to municipal finance, reductions in federal and state funds for infrastructure and other programs, and changing public attitudes toward growth, local agencies have had to require development to internalize many costs which were once subsidized by various public funds. As a result, the cost of development has increased, and the American dream of owning a home became more difficult for those who are not fortunate enough to already own a home.

Along with the mandate for cities to provide housing for all economic segments of the community, is the democratic principle that government respect the desires of the governed. In many communities, "low- and moderate- income housing" is perceived as a problem to be avoided, rather than as a public responsibility. Many individuals are electing local government on a platform of "no more apartments." The result is that community acceptance of multi-family development or low- and moderate-income housing is severely limited or non-existent.

In Hemet, as in most California cities, new development is "required to pay its own way." This theme is expressed in Ballot Measure C, which was adopted by City voters in 1988. The goal of this measure, as expressed in the Public Services and Facilities Element, is to ensure that the provision of municipal services and facilities to new development will not burden the level or cost of services and facilities provided to existing residents. New development is required to internalize the costs of providing services and facilities.

Thus, the basic performance standard for new development within the City is:

No new development, whether residential, commercial, or industrial, may occur unless it is first demonstrated that the services and facilities related to such development meet or exceed the minimum standards established by (the Public Services and Facilities) Element.

While it is recognized that this policy might increase the cost of housing in the short-term, the policy provides an equitable means to ensure the availability of necessary services and facilities. In addition, ensuring that new development can proceed without impacting the services and facilities enjoyed by existing residents increases the acceptability of new development and reduces the potential need for growth controls in the future.

Development Standards and Land Use Controls: Development standards include General Plan, zoning and subdivision ordinance, and building code requirements. The most far-reaching standards are

those contained in the General Plan and zoning ordinance, which are the most traditional tools used to regulate land use.

General Plan: The General Plan outlines appropriate locations for each type of land use within Hemet, as well as provides recommendations to the County for land use within adjacent unincorporated areas. The General Plan is the primary source for regulating residential densities, and also establishes overall policies for development related to land use compatibility, public services and facilities provision, open space provision, and environmental mitigation. The General Plan Land Use map includes several residential categories to

ensure a broad range of housing in the future (see Table 33).

The General Plan provides for a wide range of housing densities and types, including large master planned areas called "specific plans." Because land and development costs are substantially lower in Hemet than in most of Orange County and Los Angeles County, the City believes that the range of housing options allowed under the General Plan is sufficient to accommodate the City's share of the region's new housing construction need through 2005. General Plan land use designations are not expected to provide a barrier to residential development.

Table 33: General Plan and Special Designations

General Plan Category	Density
Hillside (H)	Allows residential uses with densities based on design, safety, and conservation considerations.
Rural Residential (RR)	[RR-10] 1 du/10 ac [RR-5] 1 du/5 ac [RR2.5] 1 du/2.5 ac [RR-1] 1 du/1 ac [RR-0.5] 1 du/0.5 ac
Residential [R-I]	Up to 7 du/ac
Residential [R-II]	7 - 17 du/ac
Residential [R-III]	17 - 25 du/ac
Residential [R-IV]	25 - 40 du/ac
Special Designations	
Senior Residential Overlay	Provides policies to protect the character of senior neighborhoods. Allows a density bonus for the development of senior-oriented housing.
Specific Plan [SP]	The maximum land use intensity for this category is as designated on the General Plan Land Use map and in the text of the Community Development Element. If not indicated, the maximum intensity is determined through the development review process based on the design considerations outlined in the Community Development Element. In all cases, the overall intensity of uses are to be compatible with adjacent existing planned land uses.
Downtown Office/Residential Mixed Use Overlay	Maximum land use intensity allows for lots coverage up to 50 percent; floor area ratio of 0.50 for office developments; floor area ratio of 0.75 for mixed use developments.
Source: City of Hemet General Plan, 1992.	

As part of a comprehensive update of the City's General Plan in the early 1990s, of which the current Housing Element is part, several new concepts were added to the plan to provide opportunities for new affordable residential development. As part of the General Plan update, many areas around existing and planned commercial concentrations were designated for multi-family development. Concepts which encourage linkages between retail and service commercial uses and multi-family development were also added to enhance the use of alternative methods of transportation. Such development allows residents who may be transit-dependent (e.g. elderly) to have pedestrian access to neighborhood shopping.

In addition, the General Plan allows for Mixed Use areas, which provide residential uses within commercial and office development in certain locations. This new General Plan concept facilitates integrating residential, commercial, and office uses within a single project or a series of related projects, and thus provides the opportunity for residents to live close to employment and shopping sectors of the City.

The General Plan also designates areas for multi-family uses in areas occupied by existing older single family uses. This concept is intended to encourage the implementation of the infill concepts described in the Community Development Element and the Community Design Appendix, while ensuring that new multi-family uses are consistent with the low density character of existing neighborhoods. The General Plan Implementation Program also requires that appropriate zoning standards be revised to allow for increases in the density in these areas in a manner that is compatible with the low density character and scale of the surrounding neighborhood.

The provision of senior housing has been, and continues to be a primary goal in the General Plan. The General Plan allows for a wide variety of housing types oriented specifically to seniors, along with policies for the protection of established senior lifestyles now enjoyed in the City.

Zoning Regulations: Zoning regulates the use; density; setbacks; parking; and placement and mix of residential, commercial, and industrial projects to reflect community goals and objectives. Zoning also

regulates the intensity of residential land use through minimum lot size requirements. State law requires that zoning regulations be consistent with a locality's General Plan land use designations.

Because the Zoning Code is the legal mechanism by which the City directly regulates land uses and establishes detailed development standards, zoning requirements are often more important than General Plan land use designations in determining whether impediments exist to the construction of housing for all economic segments of the community.

Within Hemet, residential parcels must be of adequate size to protect public health and safety, as well as to provide adequate room to meet the residents' lifestyle needs. In certain areas, large parcels are required to preserve existing rural character or to be compatible with existing development patterns. However, it is also important that minimum lot sizes not be too large, because this would (a) reduce the potential supply of housing by limiting the number of units that can be built on a parcel of land, and (b) increase the land cost per unit.

The General Plan Community Development Element and associated zoning provide a range of residential types and densities throughout the City. Table 34 identifies residential zones and development standards within the City's residential zones. Table 35 illustrates zones that were created to provide for a variety of residential development types that center around the City's elderly population.

The City's zoning ordinance has not been a hindrance to the development of residential uses. Requirements for single and multi-family development are consistent with those of other nearby communities. Hemet's zones allow for development types ranging from small lot single family and mobile home parks to large multi-family development. The zoning ordinance also allows flexibility in both development type and approval procedures. Specialized development types, such as zero-lot-line, patio homes, and manufactured housing are allowed throughout the City. In addition, the City has significant number of residential zones designed specifically for the area's senior population (see Table 35).

The City has reviewed its zoning requirements and has concluded that standards for parking, yards, setbacks, lot coverage, and open space do not reduce development potential substantially below the land use densities permitted by the General Plan and will allow the City to accommodate its regional share of new housing construction need through 2005 for all income groups.

Subdivision Regulations

Subdivision regulations can also affect housing

construction costs. Requirements for site improvements and amenities such as landscaping, underground utilities, and infrastructure that are placed on subdivisions need to be directly related to the impacts created by the development. Hemet's subdivision standards are similar to many Inland Empire communities and do not unreasonably add to the cost of development or significantly impede the ability to achieve residential densities for a variety of housing types and costs.

Table 34: Zoning Standards

Zone	Front Setback	Side Setback	Rear Setback	Lot Coverage	Parking/du	Open Space Required
Residential - Agricultural Zone [R-A]	20'	10'	20'	-	2	-
Single Family Residential Zone [R-1-6]	20'	5'	10'	60%	2	-
Single Family Residential Zone [R-1-8]	20'	5'	10'	60%	2	-
Two Family Zone [R-2] (35-foot/2-story habitable height limit)	20'	5'	10'	50%	2	10%
Multiple Family Zone [R-3] (45-foot/3 story habitable height limit)	25'	5'	10'	60%	1-2	10%
Residential - Professional Zone [R-P]	20'	5'	10'	60%	1-2	10%
Small Lot Residential [SLR]	15'	0-3'	5'	60%	1-2	10%
Senior Apartment [SR-3]	25'	5'	10'	60%	1 covered per unit	-
Planned Unit Development Overlay District [PUD] ¹	Variable	Variable	Variable	Variable	Variable	Variable
Planned Community Development [PCD] ²	Variable	Variable	Variable	Variable	Variable	Variable
Mobile Home Park [MHP]	25'	15'	15'	60%	2	20%
Independent Mobile Home Subdivision [TR-20]	10'	5'	10'	60%	2	10%
Planned Unit Mobile Home Development [PUMHD]	10'	5'	10'	60%	2 covered per lot/space	10%
Travel Trailer Parks [TTP]	5'	5-36'	5-36'	No maximum	1 space per lot	Open space landscaped and 90 sq. ft./space for rec. areas
Travel Trailer Planned Development [TTPD]	10-15'	10'	10'	No maximum	1 space per lot	Variable

Source: City of Hemet Zoning Code, 1992.

¹ Planned Unit Development Overlay District can only be established in conjunction with a residential zone and is designated on the official zoning map with the symbol "PUD" in conjunction with the underlying zone classification.

² Planned Community Development users are to be consistent with those listed in the Community Development Element of the General Plan.

Table 35: Senior Residential Zones

Zone	Purpose of Zone	Uses Permitted
Small Lot Residential (SLR)	To provide for the development of small lot single family residential subdivisions for senior citizens in a planned neighborhood setting.	• Single family dwellings. • Attached single family dwellings in groups of not more than two attached dwellings. • Open space uses, including, but not limited to parks, playgrounds and community recreation buildings.
Senior Apartment Zone (SR-3)	To set standards for the development of affordable, attractive, comfortable, and accessible rental housing for retired individuals and couples. Such housing shall be located close to shopping and in reasonable proximity to medical facilities and churches, or within 600 feet of suitable public transportation facilities or routes providing access to these services.	• Multi- family rental units for persons over 55 years of age, and related parking, recreational, and open space amenities. • Home for the aged.
Mobile Home Park ¹	To provide regulations for the establishment, maintenance, and operation of mobile home parks within the City.	• Mobile homes.
Independent Mobile Home Subdivision Zone (TR-20)*	To provide an area where not less than 20 acres may be permitted for independent mobile homes, and to allow the private sale of such lots under the conditions imposed at time of subdivision approval.	• All uses in the Residential Agricultural Zone prior to subdivision. • Mobile Home subdivisions of 20 acres or more. • One independent mobile home lot. • Accessory buildings.
Planned Unit Mobile Home* Development District	To permit an alternative to the traditional mobile home subdivision development.	• District encourages enhanced amenities to be developed within a privately maintained community.
Travel Trailer Parks*	To provide regulations for the establishment, maintenance, and operation of travel trailer parks.	• Temporary Recreational Vehicle parking.

Zone	Purpose of Zone	Uses Permitted
Travel Trailer Planned Development (TTPD)*	To provide for the development and maintenance of Travel Trailer Subdivisions with common open space.	• Travel Trailers • Motorhomes • Fifth wheel trailers • Cabover Campers • Vans • Tent Trailers
¹ . Zone indirectly favors senior citizens by providing areas for low cost housing and RV rental space for seasonal visitors.		

Permit and Development Impact Fees

The City of Hemet charges permit fees and development impacts fees to cover the costs of processing development requests and providing infrastructure, community facilities, and services for new development. While these fees are necessary to maintain acceptable community standards and service levels, to protect the public from flooding and other hazards, and to ensure adequate transportation, these fees also add substantially to the cost of housing.

New developments located south of Stetson and east of Cawston fall under a surcharge zone because of the greater need for infrastructure improvements in that area, resulting in additional fees of at least \$10,100 per unit. In residential cases, approximately half of the dollar amount is earmarked for flood control systems.

Tables 36 and 37 list all of the various application permit and development impact fees charged by the City. While not every fee or charge will be applicable to every development request, total permit and development fees can run from \$7,000 to over \$20,000 per dwelling unit, depending on the location of the unit (particularly if located within a flood control surcharge area), the project density, and the size of the dwelling unit. These fees and charges range from less than five percent to over ten percent of the cost of a new dwelling unit. Although a necessary cost, these charges can increase the difficulty of constructing affordable housing.

The City does not have a blanket policy of waiving, reducing, or deferring fees to reduce the cost of housing for low- and moderate-income households. Hemet can, on a case-by-case basis, take several

actions to mitigate the cost of fees on affordable housing:

- waive, reduce, or defer certain charges to make an affordable housing proposal financially feasible;
- allow density bonuses or offer other regulatory incentives to offset the added cost; or
- use available state, federal, or local funding to pay for the added cost.

Table 36: Application Fee Schedule

Type of Application	Base Fee	Per Lot/Acre Fee
General Development Applications		
Zone Change	\$788.00	
Variance	\$690.00	
Conditional Use Permit		
Normal Project	\$1,485.00	
Complex Project	\$1,875.00	
General Plan Amendment		
Initial Review	\$110.00	
Normal Project	\$910.00	
Complex Project	\$1,390.00	
Revisions		
Normal Project	\$4,040.00	
Complex Project	\$30,800.00	
Planned Community Development		
Initial Review		
Normal Project	\$4,040.00	
Complex Project	\$30,800.00	
Revisions		
Normal Project	\$4,040.00	
Complex Project	\$30,800.00	
Specific Plan		
Normal Project	\$4,040.00	
Complex Project	\$30,800.00	
Miscellaneous Project	\$1,020.00	
Sign Review (Permanent/Future Dev.)	\$140.00	
Temporary Sign Review	\$25.00	
Lot Line Adjustment	\$450.00	
Temporary Use Permit		
For-Profit Group	\$170.00	
Non-Profit Group	\$35.00	
Agricultural Preserve	\$1,655.00	
Special Redevelopment Review	\$240.00	
Airport Influence Area Review	\$140.00	
Planned Unit Development	\$200.00	\$10.00/Acre 0-199 Acres** \$5.00/Acre 200 + Acres**
Land Division Applications		
Parcel Map		
Normal Project	\$1,200.00	
Complex Project	\$1,450.00	
Tract Map		
Normal Project	\$1,370.00	
Complex Project	\$1,900.00	
Refiling of Expired Maps	\$50.00	
Reversion to Acreage	\$150.00	
Waiver of Parcel Map	\$50.00	\$2.00/Lot

Type of Application	Base Fee	Per Lot/Acre Fee
Environmental Review Fees		
Environmental Assessment	\$435.00	May have hourly cost also
Environmental Impact Report Review	\$24,300.00	
Negative Declaration	\$110.00	
Categorical Exemption	\$155.00	
Annexation Processing		
Normal Project	\$5,480.00	
Complex Project	\$11,440.00	
Extension of Time	\$330.00	
Appeals		
Deferment/Relief from Code	\$100.00	
Planning Commission		
Decision on Variance	\$200.00	
Requiring a Public Hearing	\$200.00	
Motor Home Overnight Parking	\$0.00	
Home Occupation Permit	\$50.00	
Occupancy Conversion	\$1,100.00	
Development Agreement	\$750.00	
Zoning Letter Research		
Normal Project	\$225.00	
Complex Project	\$1,220.00	
Agenda Mailing Service	\$35.00	
Approval Logs		
Pick-up at Counter		
Mailed out	\$3.00	
Certificate of Compliance	\$5.60	
Determination of Use	\$175.00	
	\$75.00	
Fees for Other Governmental Agencies		
Flood Control Fees		
General Plan Amendment	\$110.00	
Specific Plan	\$440.00	
Conditional Use Permit	\$440.00	\$11.00 per Acre**
Planned Unit Development	\$440.00	\$11.00 per Acre**
Tentative Maps	\$440.00	\$11.00 per Acre**
Add 10 percent to total Flood Control Fees for Administrative Costs.		
State Fish and Game Fees*		
Negative Declaration		
Fish and Game Fee	\$1,250.00	
Riverside County Recorder Fee	\$25.00	
Two cashiers checks required, made out to the Riverside County Recorder.		
Source: City of Hemet Planning Department.		
Notes: *Denotes those fees currently under review for possible fee changes or further review or word definitions and textual intent.		
**Round off acreage to the nearest whole number.		

Table 37: Residential Development Fees

Residential Development Fee	Amount of Fee	Fee Basis
Bridges and Culverts/Bridge Facility Fee		
Estate	\$ 111	per unit
Single Family	\$ 111	per unit
Two Family Unit	\$ 68	per unit
Multi-Family	\$ 68	per unit
Mobile Home Parks	\$ 53	per unit
Southeast Area Surcharge		
Estate	\$ 519	per unit
Single Family	\$ 519	per unit
Two Family Unit	\$ 315	per unit
Multi-Family	\$ 315	per unit
Mobile Home Parks	\$ 249	per unit
Automated Refuse Cart Fee		
Resolution No. 2600		
All New Housing Development Projects	\$ 59	per unit
Refuse Container Fee		
Resolution No. 2741		
440 Gallon Tub.	\$ 225	each
Commercial		
2 Yard Container	\$ 320	each
3 Yard Container	\$ 456	each
4 Yard Container	\$ 493	each
6 Yard Container	\$ 520	each
Fire Facilities, Training & Equipment		
Fire Protection Facility and Equipment Fee		
Estate	\$ 763	per unit
Single Family	\$ 254	per unit
Two Family Unit	\$ 92	per unit
Multi-Family	\$ 46	per unit
Mobile Home Parks	\$ 153	per unit
General City Facilities		
General Facilities and Equipment Fee		
Estate	\$ 601	per unit
Single Family	\$ 601	per unit
Two Family Unit	\$ 560	per unit
Multi-Family	\$ 509	per unit
Mobile Home Parks	\$ 463	per unit
General Plan Fee		
Residential	\$ 66	per unit
Mobile Home Parks	\$ 66	per unit
Law Enforcement Facilities, Training & Equipment		
Law Enforcement Service Fee		
Estate	\$149	per unit

Residential Development Fee	Amount of Fee	Fee Basis
Library Facility Fee		
Estate	\$ 221	per unit
Single Family	\$ 220	per unit
Two Family Unit	\$ 206	per unit
Multi-Family	\$ 187	per unit
Mobile Home Parks	\$ 170	per unit
Lighting & Landscaping Maintenance Fee		
Single Family Homes	\$ 60	per unit
Clustered Homes	\$ 30	per unit
Duplex Homes	\$ 25	per unit
Condominiums	\$ 25	per unit
Apartments	\$ 20	per unit
Parks and Recreation Facilities		
Parks and Recreation Facility Fee		
Estate	\$ 761	per unit
Single Family	\$ 761	per unit
Two Family Unit	\$ 710	per unit
Multi-Family	\$ 645	per unit
Mobile Home Parks	\$ 586	per unit
Retention Basin Capacity Fee		
Fees for parcels of two acres or less, developer may opt to install a basin or pay a fee.	\$ 1,900	per acre
(Note: All parcels greater in size must install a basin)		
Sewer Connection Fee		
Administrative Fee	\$ 40	per unit
Collector Oversize Fee		
Single Family Residential	\$ 210	per unit
Commercial Development	\$ 210	per unit
Apartment Development	\$ 210	per unit
Condominium Development	\$ 210	per unit
Recreational Vehicle Park	\$ 105	per unit
Other Sewer Fees (40-140-720)		
Sewer Lift Station Fee	\$ 50	per unit
Connection Inspection Fee	\$ 15	per unit
Storm Drainage Facilities		
Salt Creek Water Shed		
Estate	\$ 3,711	per acre
Single Family	\$ 4,276	per acre
Two Family Unit	\$ 4,760	per acre
Multi-Family	\$ 5,204	per acre
Mobile Home Parks	\$ 5,043	per acre
San Jacinto Water Shed		
Estate	\$ 3,347	per acre
Single Family	\$ 3,857	per acre
Two Family Unit	\$ 4,293	per acre
Multi-Family	\$ 4,694	per acre
Mobile Home Parks	\$ 4,548	per acre

Residential Development Fee	Amount of Fee	Fee Basis
Southeast Area Surcharge	\$ 7.732	per acre
Estate	\$ 8.909	per acre
Single Family	\$ 9.917	per acre
Two Family Unit	\$ 10.841	per acre
Multi-Family	\$ 10.505	per acre
Mobile Home Parks		
Street Tree: Streets and Thoroughfares City Wide		
Estate	\$ 1,195	per unit
Single Family	\$ 1,194	per unit
Two Family Unit	\$ 724	per unit
Multi-Family	\$ 724	per unit
Mobile Home Parks	\$ 571	per unit
Southeast Area Surcharge		
Estate	\$ 2,451	per unit
Single Family	\$ 2,451	per unit
Two Family Unit	\$ 1,486	per unit
Multi-Family	\$ 1,486	per unit
Mobile Home Parks	\$ 1,173	per unit
Traffic Control Facilities/Traffic Control Facility Fee		
Estate	\$ 155	per unit
Single Family	\$ 155	per unit
Two Family Unit	\$ 94	per unit
Multi-Family	\$ 94	per unit
Mobile Home Parks	\$ 94	per unit
Water Holding and Distribution Facilities Water Holding and Distribution Fee		
Estate	\$ 663	per unit
Single Family	\$ 644	per unit
Two Family Unit	\$ 619	per unit
Multi-Family	\$ 562	per unit
Mobile Home Parks	\$ 511	per unit
Solid Waste Facilities and Equipment Fee		
Estate	\$ 101	per unit
Single Family	\$ 34	per unit
Two Family Unit	\$ 12	per unit
Multi-Family	\$ 6	per unit
Mobile Home Parks	\$ 20	per unit
Source: City of Hemet Planning Department Notes: Fees payable at time of building permit unless deferrable per Government Code Section 53077.5.		

Permit Processing Times

Another important factor in development costs is the length of time required for development approval. Land holding, financing, and other development costs can increase significantly if there are substantial delays in obtaining development

approval. Over the past decade, Hemet has reformed its permit processing system, seeking to reduce overall processing time, providing "one-stop" permitting, and improving case management. Table 38 summarizes typical permit processing times. Through its efforts to improve permit review and reduce processing time, the City believes it has

Residential Development Fee	Amount of Fee	Fee Basis
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substantially reduced the costs associated with its development approval system. Table 39 gives the expedited Building Division Plan Check Schedule

and Table 39 gives typical plan check times for various types of permits.

Table 38: Development Processing Times

Application	Processing Time
Lot Line Adjustment	1-2 weeks
Determination of Use	1-2 weeks
Tentative Parcel Map	4-6 weeks
Final Parcel Map*	1-2 weeks
Tentative Tract Map	4-6 weeks
Final Tract Map	1-2 weeks
Zone Change - Regular*	7-9 weeks
Planned Unit Development*	7-9 weeks
Planned Community Development*	7-9 weeks
General Plan Amendment*	7-9 weeks
Conditional Use Permit	4-6 weeks
Variance	4-6 weeks
Source: City of Hemet Planning Department. * Requires City Council approval.	

Table 39: Plan Check Turn Around Times
(Expedited Building Division Plan Check Schedule)

PLAN CHECK ITEM	PROPOSED TURN AROUND
Patio Plans - Non-Standard	1-2 days
Garage - Detached	2-3 days
Room Addition/Remodels	3-5 days
Single-Family Dwelling	5-7 days
Single-Family Dwelling - Tracts	7-10 days
Small Commercial (Bldg.)	7-10 days
Interior Tenant Improvement (Small)	5-7 days
Interior Tenant Improvement (Large)	7-10 days
Multi-Family	7-10 days
Large Commercial (Sent Out to Outside P/C Consultant)	10-15 days (longer if more complex)
Source: City of Hemet Building Department	

- Notes: 1. "Turn Around Time" refers to the review time for the first plan check cycle, not issuance of a permit to build. Subsequent reviews may be shorter, depending upon the number of changes required.
2. "Days" are working days, not calendar days.
3. Assumes all plans are "complete" when submitted.
4. Does not include, nor are we responsible for, EMWD Turn Around.
5. Does not include, nor are we responsible for, CalTrans Turn Around.
6. A. If filed between 8:00 a.m. & 12:00 noon = Stamped Received 12:00 noon.
 B. If filed between 12:00 noon & 5:00 p.m. = Stamped Received the following morning.
7. The cost for an expedited plan check is 150 percent of Standard Plan Check Amount.

**Table 40: Plan Check Turn Around Times for Community Plan Check
(Standard Plan Check)**

Plan Check Item	Proposed Turn Around
<u>With State Approved Plans</u> Carports Awnings Decks Mobile Home Set Ups Block Wall	Same Day - 2 days
Swimming Pools/Signs	Same Day - 3 days
Patio Plans - Standard Handout	Same Day - 3 days
Patio Plans - Non-Standard Block Walls - Non-Standard	3-5 days
Garage - Detached	5-7 days
Room Addition/Remodels	7-10 days
Single-Family Dwelling	10-15 days
Single-Family Dwelling - Tracts	14-21 days
Small Commercial (Bldg.)	15 -30 days
Interior Tenant Improvement (Small)	10-21 days
Interior Tenant Improvement (Large)	15-30 days
Multi-Family	15-30 days
Large Commercial (Sent Out to Outside P/C Consultant)	21-45 days (Longer if more complex)

- Notes:**
1. "Turn Around Time" refers to the review time for the first plan check cycle, not issuance of a permit to build. Subsequent reviews may be shorter, depending upon the number of changes required.
 2. "Days" are working days, not calendar days.
 3. Assumes all plans are "complete" when submitted.
 4. Assumes all plans are submitted either the day received or the following day.

Non-Governmental Constraints

Various factors not under the control of the government also affect the cost, supply, and distribution of housing. These factors include land cost and regional supply of housing, flooding problems in Hemet, construction and financing costs, speculation, and housing discrimination.

concern throughout Hemet, but particularly in the south and southwest areas of the City. Major runoff from the hills and urban development to the east of the City comes together at State Street and forms Salt Creek. Approximately 90 percent of the City and 70 percent of the land within the General Plan area drains into Salt Creek. Presently, the storm drain system is inadequate to control storm water runoff throughout the City. In January 1984, the City of

Flood Control Improvements: Flooding is a major

Hemet adopted the Hemet Master Flood Control and Drainage Plan, which identified necessary flood control facilities and proposed financing methods to complete the project. The Hemet Redevelopment Agency is spending 44 percent of its tax increment revenue to complete the projects specified in the flood control plan. Developer fees are expected to supplement this revenue fund.

Prior to completion of master planned flood control and drainage facilities, properties will continue to be impacted by flooding. Within the Salt Creek area, severe flooding not only decreases the amount of property available for development, but owners must retain any incremental increase in storm water runoff onsite through the use of retention basins, thereby further reducing the amount of land available for development. The combined affect of these actions increases the price of housing.

Acquisition and Holding Costs: Costs associated with the acquisition and holding of land include the market price of raw land and the costs of holding land throughout the development process. Land holding costs are determined by interest rates on acquisition and development loans during development. Interest rates are not under the control of local jurisdictions; therefore, the greatest inroad that can be made on holding costs would be through shorter processing times for development permits.

Construction and land costs together may represent between 65 percent and 75 percent of the sale price of housing. As expected, apartments cost less per square foot to construct than single family residences, and are generally more affordable for low- and moderate- income households. However, the costs may still be high enough to preclude low-income households from purchasing or renting new housing without assistance.

The price of land and regional supply of housing may impose a constraint to development. Because of the rapid rate of development in the western part of Riverside County during the late 1980s, the price of

land in the City rose rapidly. Concurrent with a rapid rise in the cost of land due to increasing demand was a high rate of residential home construction in Hemet, as well as in neighboring communities, resulting in an over-supply of housing. This over-supply, combined with the general economic downturn of the early 1990s, has discouraged developers from starting new housing developments.

With the recent downturn, home prices in the resale market have fallen, providing greater competition to developers of new homes. Even though there are fewer buyers, the price of raw land has not fallen in proportion to reductions in sales prices. This is because many landowners still demand the prices they could have received during the housing boom of the 1980s. In the face of lower offers, many owners are simply not willing to sell their land, thereby creating a constraint on the amount of land available for development.

Interest Rates and the Banking Industry: The significant problems experienced in the S&L and banking industry over the past several years have also created a significant constraint to residential development. Financing has become increasingly difficult to obtain as banking regulation has increased, and many banks are cautious in their lending practices. These land cost and financing difficulties raise the builder's overhead and are subsequently passed to the consumer.

Currently, mortgage interest rates for the consumer are low; however, because of the significant downturn in the national and state economies, these low rates are not providing a significant incentive for people to purchase homes.

General inflation in the economy directly and indirectly causes housing prices to increase, which, in turn, raises finance costs and overall housing payments (see Table 41). Financing is currently at 10 percent in the area.

Table 41: General Plan and Special Designations

Interest Rate	15-year Loan		% Difference Payment/ Interest	Payment per \$10k	30-year Loan	
	Payment per \$10k	Total Interest Paid			Total Interest Paid	% Difference Payment/ Interest
6%	\$84.39	\$5,189	---	\$59.96	\$11,583	---
7%	\$89.88	\$6,178	6.5%/19.0%	\$66.53	\$13,950	11.0%/20.4%
8%	\$95.57	\$7,202	6.3%/16.6%	\$73.38	\$16,415	10.3%/17.7%
9%	\$101.43	\$8,256	6.1%/14.6%	\$80.46	\$18,966	9.6%/15.5%
10%	\$107.46	\$9,343	5.9%/13.2%	\$87.76	\$21,593	9.1%/13.9%

Construction Costs: The actual cost of construction can be a constraint if the cost of labor or materials rises sufficiently to increase housing costs beyond what is affordable in the marketplace. This does not appear to have been a problem in the Hemet area in the past, and it does not appear that construction costs will be a significant constraint in the future.

Although costs for higher density land are greater than for low density land, the amount can be spread out over more units, which normally results in a lower land cost per unit. This demonstrates that multi-family or attached housing generally provides a better opportunity for constructing affordable units.

Construction estimates for single and multi-family units in the City of Hemet are as follows:

Single Family

Land: \$25,000 - \$40,000 per acre (depending on location)

Construction Cost: \$75 - \$85 per square foot

Multi-Family

Land: \$25,000 - \$40,000 per acre (depending on location)

Construction Cost: \$75 - \$85 per square foot.

Based on these costs, a "starter home" of 1,700 square feet on a small lot would cost approximately \$150,000. A "move-up" home of 2,100 square feet (about the average size of new single-family homes constructed in California) would cost about \$220,000.

Construction cost for a multi-family unit is approximately \$60,000 per unit. This cost is based on construction of 100 multi-family units, excluding the cost of land. The total project cost will rely on the number of acres developed. Under an R-II, multi-family density (7 to 17 units per acre), the total cost of land is estimated to be \$452,914 and the total cost to build 100 units will be \$6,000,000. This brings the estimated total costs of development of 100 multi-family units to \$6,452,919 at a density of 17 du/ac (this figure excludes City fees which are shown in Tables 34 and 35).

The availability of mobile home parks and subdivisions significantly reduces the average construction cost of a housing unit in Hemet. Mobile homes provide a major housing alternative for nearly 30 percent of households. Since construction costs are less per square foot for a mobile home than a detached dwelling, and mobile home lots are generally smaller, there are a greater number of households that can afford mobile homes than can afford a two or three bedroom home.

Although the initial cost of a mobile home is less than for a single family residence, over the long-term, the cost difference might not be significant due to the shorter life expectancy and increased maintenance cost for mobile home units. The life expectancy of a mobile home is 15-25 years, whereas a single family home is expected to have a life expectancy of approximately 30-50 years.

This difference between mobile homes and conventional single family development is not

significant in the Hemet area where the majority of mobile homes are purchased by seniors as their final retirement home, rather than as a long-term investment.

Housing Discrimination: As a characteristic of the housing market, discrimination, if it exists, presents a barrier to providing an adequate choice of housing for all groups. Discrimination, which may be defined as prejudicial treatment applied categorically and not on the merit of the individual, takes many forms. Most forms of housing discrimination are a violation of state and federal laws, which prohibit discrimination against home seekers for reasons of race, religion, national origin, ancestry, color, sex, or marital status.

Some of the types of discrimination encountered are refusal to rent or sell, inflated rents, higher prices, excessive deposits, unreasonable occupancy standards, limited choice among available units, and poor maintenance and repair. The target populations subject to discrimination are not limited to racial and ethnic minorities, but also include recipients of welfare and public assistance, families with young children, young unmarried persons, and the handicapped.

The County of Riverside established the New Horizons' Fair Housing Program which provides a broad range of services such as: education on fair housing laws, referrals to public agencies on discrimination matters, coordination of training work shops, and publishing a newsletter on fair housing activities. The activities also include news releases to the media, and distribution of information to the housing industry, apartment managers, and rental agencies.

The Fair Housing Division provides assistance to the housing industry in voluntary affirmative marketing programs, shows, and conventions. The establishment of a Fair Housing Program with goals,

and objectives and the participation of other responsible agencies of the County, attains implementation of various strategies, to increase availability of housing to low- and moderate-income families and individuals through advocacy and non-discriminatory policies.

The County's Fair Housing Program also incorporates the Community Housing Resource Board (CHRB) program component. The CHRB is designed to work with the real estate and building industry to implement and monitor the activities of the National Voluntary Affirmative Marketing Agreement (VAMA), in the areas of rental, sales, advertising, training and recruitment. The qualification of program achievement can only be measured through the settlement of disputes and the prevention of resident dislocation, loss of occupied units, and stabilized vacancy factors as a result of the efforts of the Fair Housing Program.

Housing discrimination complaints within the City of Hemet are handled by the Fair Housing Program of the Riverside County Housing Authority. The City's role in supporting the County's Fair Housing Program is to provide information on the program to interested individuals, host fair housing events, and refer individuals with fair housing complaints to a program representative.

Based on the Fair Housing Program's records, discrimination has not been a significant problem in Hemet. An average of only five complaints per year have been filed with the Fair Housing Program from 1990 through the end of 1992. However, the number of complaints has risen since. In 1996, there were 35 complaints and in 1998 there were 34 (see Table 42).

Information of the disposition of these cases is not available.

Table 42: Complaints to Fair Housing Program

Year	Discrimination Complaints	Landlord/Tenant Complaints
1990	5	No Information
1991	5	No Information
1992	5	No Information
1993	5	No Information
1994	No Information	No Information
1995	7	693
1996	35	1092
1997	20	928
1998	34	928
1999	18	915

Source: Fair Housing Program 2000.

Redlining is also a form of discrimination, wherein home improvement and mortgage loans are not made available by a lending institution in lower-income or minority neighborhoods. Redlining involves the use of varying criteria for home financing based upon geographical differences. Often referred to as "neighborhood disinvestment," redlining practices include outright refusal by a lending institution to approve home purchase and rehabilitation loans, making loan conditions stricter (e.g., higher down payment, higher interest rates, higher closing cost), or appraising property below market value or with more rigid standards than used on comparable property in other neighborhoods. Older declining neighborhoods with high minority concentrations were often targets of redlining practices in the past. Redlining results in deterioration of neighborhoods, real estate speculation, and housing abandonment.

Despite the fact that redlining is now illegal, this practice is still reported across the country. The Community Reinvestment Act (CRA) was passed by Congress in 1977 to help eliminate redlining. The CRA establishes a Congressional mandate that private, federally-chartered lending institutions must serve the convenience and credit needs of their surrounding communities. While the enforcement

and sanction provisions of the CRA are relatively weak, it does provide for public disclosure of a lender's performance in meeting community credit needs through requirements for an annual CRA statement.

Although there is no evidence of redlining in Hemet, at a minimum, it is important that the City annually review local lender's CRA statements to insure that such practices do not occur. Where redlining practices are discovered, a sanction available and suggested for use by SCAG in the Regional Housing Element is the deposit of municipal funds in local lending institutions contingent upon acceptable loan performance in older, declining neighborhoods.

Energy Conservation

State law requires that housing elements include a discussion of energy conservation as a means of lowering the monthly cost of housing.

In 1972, an exhaustive study conducted by the Real Estate Research Corporation for the Council of Environmental Quality, the Department of Housing and Urban Development, and the EPA concluded that:



- Total capital costs for high-density planned communities are 56 percent lower than those for conventional low-density sprawl development, resulting in a cost savings of \$227.5 million for communities with 10,000 housing units.
- For single items included in the above capital cost, the saving for high-density versus low-density development amount to \$12,725,000 for land, \$15,103,000 for streets, and \$39,542,000 for utilities.
- Operating and maintenance costs in such high-density planned communities are estimated to be approximately \$2 million (11 percent) less per year than the low-density sprawl.

When cluster development is compared to low-density sprawl, the amount of total capital costs borne by local government may decrease by almost 50 percent. Operating and maintenance costs borne by local government may decrease by 13 percent.

Total air and water pollution and other forms of environmental degradation are similarly reduced. Air pollutants from automobiles are reduced 50 percent, and those from space heating and other natural gas uses are reduced 40 percent. Sediment is reduced 30 percent and total storm water run-off 20 percent. Energy consumption is reduced 44 percent and water consumption 35 percent in high-density planned communities.

This study showed that if the low-density sprawl continues, the price of urban development will be nearly doubled as compared to the cost of development.

As part of its comprehensive General Plan update, the City investigated strategies to reduce energy consumption. Measures which can result in the conservation of energy can be divided into three major categories:

- Incorporation of energy conserving features in new construction;
- Installation of energy conservation features into existing structures; and

- The practice of energy conservation measures by residents.

At the present time, some of the most accessible programs for both builders and property owners are undertaken by SCE and Southern California Gas Company. Both companies maintain special consumer information sections which disseminate conservation information through community organizations, special programs, and billing inserts.

Because Hemet is located in a mild coastal climate zone, energy conservation issues related to space heating and conditioning are not as critical as in more extreme climates. Nevertheless, the City recognizes that substantial energy conservation can be achieved through zoning and building code policies that ensure new construction complies with state energy conservation standards and City landscaping and site design standards. In addition, City programs that provide housing rehabilitation assistance to lower-income homeowners permit those homeowners to use program funds for energy conservation improvements.